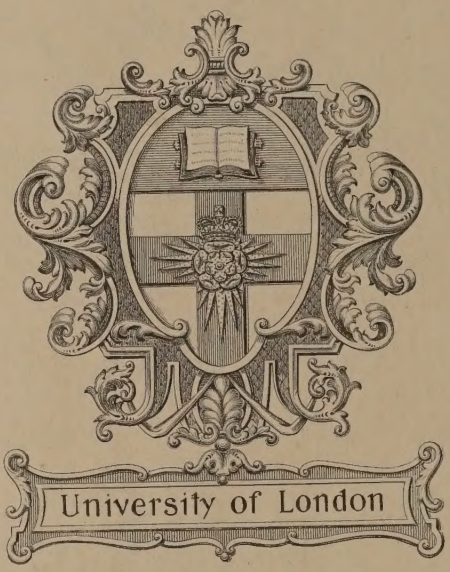
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ACCOUNTS AND PAPERS:

THIRTY-SIX VOLUMES.

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RAILWAY AND CANAL, &c., BILLS.

Session

4 *February* —— 29 *July* 1864.

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RAILWAY AND CANAL, &c. BILLS.

REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February, 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

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Dublin, Rathmines, and Rathfarnham	17
Dublin, Rathmines, Rathgur, &c. Railways	17
Dublin Trunk Connecting	17
Dublin, Wicklow, and Wexford	17
Dumfriesshire and Cumberland (Solway) Junction	16
East and West Junction	14
East Gloucestershire	13
East London	6
East Norfolk	10
Edgware, Highgate, and London	7
Edinburgh and Glasgow	16
Edinburgh and Glasgow and Alva Railway Companies	16
Ely, Haddenham, and Sutton	10
Erith Tramways	8
Exe Valley	10
Exmouth Docks	10
Farnham, Aldershot, and Woking Junction	9
Finchley, Willesden, and Acton	7
Fleetwood Docks	12
Flintshire	14
Forth Bridge	16
Garstang and Knot End	12
Glasgow and North British	16
Glasgow and Paisley Joint Line of Railway	16
Glasgow (City) Union	16
Glasgow (City) Union Harbour Tramways	16
Glendevon and Crieff Junction	16
Gloucester and Ledbury	13
Gloucester, Cheltenham, and Oxford Direct	13
Gloucestershire and Wiltshire	13
Grand Western Canal and Bristol and Exeter Railway	9
Great Eastern (Highbeech Branch)	10
Great Eastern (Junctions)	10
Great Eastern (Metropolitan Station and Railways)	6
Great Eastern (St. Ives to Ramsey)	10
Great Eastern Northern Junction	11
Great Northern (No. 1) (Barnet Branch, &c.)	6
Great Northern (No. 2) (Lincoln to Bourn)	11
Great Northern (No. 3) (Doncaster to Gainsborough, &c.)	11
Great Northern and Victoria Station	6
Great Northern and Western (of Ireland) (No. 1.)	17
Great Northern and Western (of Ireland) (No. 2.)	17
Great Northern, and Leeds, Bradford, and Halifax Junction Railways Amalgamation	11
Great North of Scotland (No. 1.)	16
Great Southern and Western, and Midland Great Western Junction	17
Great Western	13
Guildford and Leatherhead	9

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Halifax and Ovenden Junction	11
Halifax, Huddersfield, and Keighley	11
Hamilton and Strathaven, and Caledonian Railway Companies	16
Hammersmith and City	7
Hammersmith and Wimbledon	7
Hampstead, Midland, North Western, and Charing Cross Junction	6
Hayling Railways	9
Helston and Penryn Junction	10
Henley in Arden	14
Hereford, Hay, and Brecon	15
Herne Bay, Hampton, and Reculver Fishery	8
Holywell	14
Hounslow, West Drayton, Beaconsfield, and High Wycombe	14
Hoylake	14
Ilfracombe	10
Irish North Western	17
Isle of Purbeck	9
Kent Coast	8
Kew, Turnham Green, and Hammersmith	7
Kilkenny Junction	17
Kingsbridge	10
King's Lynn, Purfleet River, and Clough Fleet	11
Kingston, Tooting, and London	7
Kington and Eardisley	13
Knutsford and Warrington	12
Lancashire and Yorkshire (Additional Powers)	11
Lancashire and Yorkshire (Blackburn, &c., Lines)	12
Lancashire Union Railways	12
Lancaster Canal Transfer	12
Launceston, Bodmin, and Wadebridge Junction	10
Leeds, Bradford, and Halifax Junction (No. 1) (New Works)	11
Leeds, Bradford, and Halifax Junction (No. 2)	11
Limerick, Foynes, Tralee, and Killarney Junction	17
Liverpool Central Station	12
Llandilo and Teiffi Valley	15
Llanelly Railway and Dock Company (No. 1) (Capital)	15
Llanelly Railway and Dock Company (No. 2) (New Line)	15
Llanidloes and Newtown	15
Llynvi Valley and Ogmore Railway Companies	15
London and Blackwall	6
London and North Western (Additional Powers)	12
London and North Western (Traffic Arrangements)	17
London and South Western (Additional Works)	9
London and South Western (Chertsey Extension)	9
London and South Western (Kensington, &c.)	7
London and South Western (North Devon Extensions)	10
London, Brighton, and South Coast (Additional Powers)	6
London, Brighton, and South Coast (Kemp Town Station and Lines)	8
London, Brighton, and South Coast (New Lines in Battersea)	6
London, Brighton, and South Coast (Ouse Valley) Line	8
London, Brighton, and South Coast (Steamboats)	8
London, Brighton, and South Coast (Tunbridge Wells and Eastbourne Line)	8
London, Chatham, and Dover (No. 1)	6
London, Chatham, and Dover (No. 2) (New Lines, &c.)	6
London, Chatham, and Dover (No. 3) (Steamboats)	8
Londonderry, and Lough Swilly	17
London Low Level	6
London Main Trunk Underground	6
London Union Railways	6
Lymington Harbour and Docks	9
Lynn and Sutton Bridge (Cross Keys Bridge)	11
Lynn and Sutton Bridge (Transfer)	11
Macclesfield and Cheshire Midland Junction	12
Macclesfield and Knutsford	12
Macclesfield, Bollington, and Marple	12
Maidstone and Ashford	8
Manchester and Milford	15
Manchester, Sheffield, and Lincolnshire	12
Manchester, Sheffield, and Lincolnshire (Steamboats)	11
Market Harborough and East Norton	14
Market Harborough and Melton Mowbray	14
Marple, New Mills, and Hayfield Junction	12
Mayfield	8
Metropolitan (Additional Powers)	6
Metropolitan (Notting Hill and Brompton Extension)	6
Metropolitan (Trinity-square Extension)	6
Metropolitan and St. John's Wood	6
Metropolitan District Railways	6
Metropolitan Grand Union	6
Midland (Bath and Thornbury)	9
Midland (Chesterfield to Sheffield)	14
Midland (New Lines, &c.)	14
Midland (St. Pancras Branch)	6
Mid-Wales	15
Mistley, Thorpe, and Walton	10
Monkland Railways	16
Much Wenlock and Severn Junction and Wenlock Railway Companies Amalgamation	13
Nantwich and Market Drayton	12
Neath and Brecon (Extension, &c.)	15
Neath and Brecon (New Lines, &c.)	15
Newark and Mansfield	14
Newcastle-under-Lyme Canal, and North Staffordshire Railway Companies	12
Newquay and Cornwall Junction	10
Newry and Armagh	17
Newry and Armagh Extension	17
Newry and Greenore	17
Newtown and Machynlleth and Aberystwith and Welsh Coast Railways	15
North and South Junction	14
North and South London (High Level) Junction	7
North and South London Railways Junction	7
North and South Staffordshire Junction	12
North and South Western Junction	7
North British (Abbey Holme and Leegate Branch)	16
North British (Carlisle Citadel Station Branch)	16
North British (Perth Branch)	16
North Devon and Somerset	10
North Durham Railways	11
North Eastern (Additional Powers)	11
North Eastern (Leeds Extension)	11
North Eastern (Leeds New Central Station)	11
North Eastern (York and Doncaster Branch)	11
North Eastern, Lancashire and Yorkshire, and West Yorkshire Railway Companies	11
North London (Additional Powers)	6
North London (Kingsland and Tottenham Line)	7
North Staffordshire (New Works)	12
North Staffordshire (Silverdale, Madeley, and Drayton)	12
North Western	12
Okehampton	10
Oswestry and Newtown, and other Railway Companies (Amalgamation, &c.)	15
Oswestry and Newtown, London and North Western, and other Railway Companies	15
Oswestry and Newtown Railway and other Companies (Arrangements)	15
Oswestry, Ellesmere, and Whitchurch	13
Oxford-street and City	7
Paddington and Charing Cross	7
Parsonstown and Portumna Bridge	17
Pembroke and Tenby	15

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Peterborough, Wisbeach, and Sutton	11
Petersfield and Bishop's Waltham	9
Petersham	7
Poole, Bournemouth, and Wimborne	9
Portpatrick	16
Portpatrick (Steamboats)	16
Portsmouth and Portsea Railway Extensions	9
Prestatyn and Cwm Railways and Tramways	14
Pulborough, Storrington, and Steyning Railways	8
Ramsgate	8
Redruth and Falmouth Junction	10
Reigate and London (West End) Junction	8
Rhymney (Cardiff and Caerphilly, &c.)	15
Rhymney (Extension)	15
Ribblesdale	12
Rickmansworth, Amersham, and Chesham	14
Ross, Forest of Dean, Monmouth, and Lydbrook Railways	13
Royston and Hitchin	10
Saint Helen's Canal and Railway	12
Salisbury and Yeovil	9
Salisbury Railway and Market House	9
Scarborough, Whitby, and Staithes	11
Scottish Central (Dundee and Newtyle Extension)	16
Scottish Central (Stations, &c.)	16
Scottish North Eastern (Dundee and Forfar Line)	16
Scottish North Eastern, and Alyth Railway Companies	16
Scottish North Eastern, and Perth Almond Valley and Methven Railways	16
Scottish North Eastern and Scottish Central Railway Companies	16
Sevenoaks, Maidstone, and Tunbridge	8
Severn Valley	13
Sheffield, Chesterfield, and Staffordshire	14
Shrewsbury and Potteries Junction	12
Shrewsbury and Welchpool	13
Somerset and Dorset (Cheddar Valley and Yatton)	9
Somerset and Dorset (Extension to Shepton Mallet)	9
Southampton and Netley	9
South Cheshire	12
South Eastern (No. 1)	8
South Eastern (No. 2)	8
South Eastern (No. 3)	8
South Eastern (No. 4)	8
South Wales Mineral	15
South Wales, Tenby, and Milford Haven Junction	15
South Yorkshire	11
South Yorkshire Railway, and River Dun Company	11
Stafford and Uttoxeter	12
Staines, Egham, and Woking Junction	9
Stamford and Essendine	11
Stokes Bay Railway and Pier	9
Stonehouse and Nailsworth	13
Sunningdale and Cambridge Town	9
Sunningdale, Yorktown, and Aldershot	9
Surrey and Sussex Junction Railways	8
Swansea and Oystermouth	15
Swansea Vale	15
Swansea Vale, and Neath and Brecon Junction	15
Tamar, Kit Hill, and Callington	10
Teign Valley	10
Tendring Hundred	10
Tewkesbury and Malvern	13
Thames Tunnel	7
Thames Viaduct	7
Tooting, Merton, and Wimbledon Extension	7
Torbay and Brixham	10
Totnes, Buckfastleigh, Ashburton, and Newton Junction	10
Tottenham and Farringdon Street	7
Tottenham and Hampstead Junction (Alexandra Park Extensions)	7
Tottenham and Hampstead Junction (Extension to Charing Cross)	7
Trent, Ancholme, and Grimsby	11
Tunstall	12
Vale of Crickhowell	15
Ventnor Harbour, Railway, &c.	9
Victoria Station and Thames Embankment	7
Wallingford and Watlington	14
Walthamstow, Clapton, and City	7
Waterford and Limerick, Limerick and Foynes, and Rathkeale and Newcastle Junction Railways	17
Waterford and Wexford Railway, and Rossclare Harbour	17
Watford and Edgware Junction	7
Weald of Kent	8
Wellington and Drayton	12
Wensum Valley	10
West Drayton and Staines	14
West Grinstead, Cuckfield, and Hayward's Heath Junction	8
West Norfolk Junction	10
Weston-super-Mare, Axbridge, Cheddar and Wells	9
West Riding and Grimsby	11
West Shropshire Mineral (Branches, &c.)	13
West Shropshire Mineral (New Lines)	13
West Sussex Junction	8
West Yorkshire	11
Whitland, Tenby, and Milford Haven	15
Wilts and Gloucestershire	13
Wimbledon and Brixton	7
Witney	13
Wolverhampton and Bridgnorth	13
Woodgreen and Enfield	7
Worcester, Bromyard, and Leominster	13
Worcester, Dean Forest, and Monmouth	13
Wrexham, Mold, and Connah's Quay	13

REPORT of the Board of Trade on the Railway and Canal Bills of 1864.

The Number of Bills relating to Railways in Great Britain and Ireland deposited for this Session amounts to 344.

Of this Number, 294 authorise new works.

The proposed new works to be authorised by the 294 before-mentioned Bills, may be classed as follows:

By New Companies.

	Number of Bills.	Length of Line.
England - - - -	131	1,976 miles.
Scotland - - - -	7	114 „
Ireland - - - -	14	174 „
Total - -	152	2,264 „

By Existing Companies.

	Number of Bills.	Length of Line.
England - - - -	123	711 miles.
Scotland - - - -	15	63 „
Ireland - - - -	5	61 „
Total - - -	143	835 „

The total length of New Lines is, therefore, 3,099 miles, and there are in addition 66 miles of Deviation Lines.

GROUPING.

Grouping.

The Bills may be grouped as follows:

England.

ENGLAND.

Metropolis.

In the Metropolis:

	Length of New Line. M. CHS.
The following Bills relate to Railways within the Metropolitan Railway District, and such of them as are in course of being proceeded with, have been made the subject of a special Report by the Board of Trade, presented to Parliament by Royal Command.	
The *Blackfriars Embankment, Roadway, and Railway Bill* -	0 36
The *Charing Cross Railway Bill* - - - - -	—
The *Charing Cross Northern Railway Bill* - - -	3 29
The *Charing Cross Western Railway Bill* - - - -	6 4
The *East London Railway Bill* - - - - -	7 65
The *Great Eastern Railway* (*Metropolitan Station and Railways*) *Bill* - - - - - - - - - -	15 40
The *Great Northern and Victoria Station Railway Bill* -	8 63
The *Great Northern Railway* (*No.* 1) (*Barnet Branch, &c.*) *Bill*	1 32
The *Hampstead, Midland, North Western, and Charing Cross Junction Railway Bill* - - - - - - - -	4 70
The *London and Blackwall Railway Bill* - - - -	3 24
The *London, Brighton, and South Coast Railway* (*Additional Powers*) *Bill* - - - - - - - - -	7 59
The *London, Brighton, and South Coast Railway* (*New Lines in Battersea*) *Bill* - - - - - - -	4 57
The *London, Chatham, and Dover Railway* (*No.* 1) *Bill* -	—
The *London, Chatham, and Dover Railway* (*No.* 2) (*New Lines, &c.*) *Bill* - - - - - - - - -	7 40 deviation 0 67
The *London Low Level Railway Bill* - - - - -	6 13
The *London Main Trunk Underground Railway Bill* - -	6 57
The *London Union Railways Bill* - - - - -	21 50
The *Metropolitan Railway* (*Additional Powers*) *Bill* - -	0 27
The *Metropolitan Railway* (*Notting Hill, and Brompton Extension*) *Bill* - - - - - - - - -	2 51
The Metropolitan Railway (*Trinity Square Extension*) *Bill* -	0 72
The *Metropolitan and St. John's Wood Railway Bill* - -	2 30
The *Metropolitan District Railways Bill* - - - -	36 74
The *Metropolitan Grand Union Railway Bill* - - -	15 75
The *Midland Railway* (*St. Pancras Branch*) *Bill* - -	1 1
The *North London Railway* (*Additional Powers*) *Bill* - -	—

The

	Length of New Line. M.	CHS.	*Grouping.* *England.*
The *North London Railway* (*Kingsland and Tottenham Line*) *Bill*	3	59	
The *North and South London* (*High Level*) *Junction Railway Bill*	2	74	
The *North and South London Railways Junction Bill*	12	11	
The *Oxford Street and City Railway Bill*	2	32	
The *Paddington and Charing Cross Railway Bill*	6	8	
The *Thames Tunnel Railway Bill*	4	74	
The *Thames Viaduct Railway Bill*	1	72	
The *Tottenham and Farringdon-street Railway Bill*	5	43	
The *Tottenham and Hampstead Junction Railway* (*Extension to Charing Cross*) *Bill*	6	77	
The *Victoria Station and Thames Embankment Railway Bill*	2	16	
The *Walthamstow, Clapton, and City Railway Bill*	5	47	

Suburban Railways:

The *Crystal Palace and South London Junction Railway Bill*	1	25	Suburbs.
The *Crystal Palace New Railways Bill*	11	37	
The *Edgware, Highgate, and London Railway Bill*	1	54	
The *Finchley, Willesden, and Acton Railway Bill*	3	76	
The *Hammersmith and City Railway Bill*	6	69	
The *Hammersmith and Wimbledon Railway Bill*	10	0	
The *Kew, Turnham Green, and Hammersmith Railway Bill*	3	67	
The *Kingston, Tooting, and London Railway Bill*	11	14	
The *London and South Western Railway* (*Kensington, &c.*) *Bill*	6	68	
The *North and South Western Junction Railway Bill*	4	19	
The *Petersham Railway Bill*	14	4	
The *Tooting, Merton, and Wimbledon Extension Railway Bill*	5	28	
The *Tottenham and Hampstead Junction Railway* (*Alexandra Park Extensions*) *Bill*	3	58	
The *Watford and Edgware Junction Railway Bill*	6	61	
The *Wimbledon and Brixton Railway Bill*	6	47	
The *Wood Green and Enfield Railway Bill*	7	[3	

Grouping.

England.

South Eastern District.

The following Bills relate to the district occupied by the South Eastern, and the London, Chatham, and Dover Railways.

	Length of New Line. M.	CHS.
The *Bromley Railway Bill*	1	55
The *Dover, Deal, and Sandwich Railway Bill*	12	53
The *Erith Tramways Railway Bill*	1	40
The *Herne Bay, Hampton, and Reculver Fishery Bill*	0	57
The *Kent Coast Railway Bill*	—	
The *London, Chatham, and Dover Railway* (*No.* 3) (*Steamboats*) *Bill*	—	
The *Maidstone and Ashford Railway Bill*	20	18
The *Ramsgate Railway Bill*	3	6
The *Sevenoaks, Maidstone, and Tunbridge Railway Bill*	—	
The *South Eastern Railway* (*No.* 1) *Bill*	9	22
The *South Eastern Railway* (*No.* 3) *Bill*	29	75
The *South Eastern Railway* (*No.* 4) *Bill*	—	
The *Weald of Kent Railway Bill*	59	65

London, Brighton, and South Coast District.

The following Bills relate to the district occupied by the London, Brighton, and South Coast Railway.

The *Beckenham, Lewes, and Brighton Railway Bill*	74	73
The *Brighton Tramway Bill*	5	60
The *Chichester and Midhurst Railway* (*No.* 1) *Bill*	11	48
The *Chichester and Midhurst Railway* (*No.* 2) *Bill*	12	16
The *Chichester and Midhurst Railway* (*No.* 3) *Bill*	11	57
The *London, Brighton, and South Coast Railway* (*Kemp Town Station and Lines*) *Bill*	1	63
The *London, Brighton, and South Coast Railway* (*Ouse Valley Line*) *Bill*	31	3
The *London, Brighton, and South Coast Railway* (*Steamboats*) *Bill*	—	
The *London, Brighton, and South Coast Railway* (*Tunbridge Wells and Eastbourne Line*) *Bill*	15	75
The *Mayfield Railway Bill*	5	75
The *Pulborough, Storrington, and Steyning Railways Bill*	11	49
The *Reigate and London* (*West End Junction*) *Railway Bill*	8	7
The *South Eastern Railway* (*No.* 2) *Bill*	13	58
The *Surrey and Sussex Junction Railways Bill*	29	57
The *West Grinstead, Cuckfield, and Hayward's Heath Railway Bill*	9	77
The *West Sussex Junction Railway Bill*	11	62

The

Grouping.

England.

The following Bills relate to the district principally occupied by the London and South Western Railway and to Railways in the Isle of Wight:

	Length of New Line. M.	CHS.	
The *Alton, Alrewas, and Winchester Railway Bill*	21	23	London and South Western District.
The *Bridport Harbour Railway and Pier Bill*	13	12	
The *Farnham, Aldershot and Woking Junction Railway Bill*	9	12	
The *Guildford and Leatherhead Railway Bill*	12	45	
The *Hayling Railways Bill*	1	16	
The *Isle of Purbeck Railway Bill*	3	34	
	deviation 4	21	
The *London and South Western Railway (Additional Works) Bill*	1	41	
	deviation 0	18	
The *London and South Western Railway (Chertsey Extension) Bill*	2	50	
The *Lymington Harbour and Docks Bill*	0	64	
The *Petersfield and Bishops Waltham Railway Bill*	12	55	
The *Poole, Bournemouth and Wimborne Railway Bill*	13	23	
The *Portsmouth and Portsea Railway Extensions Bill*	1	3	
The *Salisbury and Yeovil Railway Bill*	—		
The *Salisbury Railway and Market House Bill*	—		
The *Southampton and Netley Railway Bill*	deviation 0	60	
The *Staines, Egham and Woking Junction Railway Bill*	5	21	
The *Stokes Bay Railway and Pier Bill*	4	17	
The *Sunningdale and Cambridge Town Railway Bill*	6	53	
The *Sunningdale, York Town and Aldershot Railway Bill*	11	71	
The *Bembridge Railway, Tramway and Pier Bill*	—		Isle of Wight.
The *Cowes and Newport Railway Bill*	0	39	
The *Ventnor Harbour, Railway, &c. Bill*	1	4	

The following Bills relate to the district occupied principally by the Great Western and the Bristol and Exeter Railways:

Great Western and Bristol and Exeter District.

The *Avon Valley Railway Bill*	16	47
The *Bristol and North Somerset Railway (Bath Extension) Bill*	9	34
The *Bristol and North Somerset Railway (Extensions) Bill*	19	57
The *Bristol and South Wales Union Railway Bill*	—	
The *Bristol Central Station and Railways Bill*	5	27
The *Bristol Port and Channel Docks Railway Bill*	0	54
The *Bristol Port Extension Railways Bill*	4	39
The *Calne Railway Bill*	—	
The *Grand Western Canal and Bristol and Exeter Railway Bill*	—	
The *Midland Railway (Bath and Thornbury) Bill*	17	41
The *Somerset and Dorset Railway (Cheddar Valley and Yatton) Bill*	17	63
The *Somerset and Dorset Railway (Extension to Shepton Mallett) Bill*	3	48
The *Weston-super-Mare, Axbridge, Cheddar and Wells Railway Bill*	17	16

Grouping.

England.

Devon and Cornwall.

The following Bills relate to Railways in Devon and Cornwall:

	Length of New Line. M.	CHS.
The *Bodmin, Wadebridge, and Cornwall Junction Railway Bill*	3	7
The *Buckfastleigh, Totnes, and South Devon Railway Bill*	7	54
The *Exe Valley Railway Bill*	24	3
The *Exmouth Docks Bill*	0	57
The *Helston and Penryn Junction Railway Bill*	9	51
The *Ilfracombe Railway Bill*	13	3
The *Kingsbridge Railway Bill*	12	28
The *Launceston, Bodmin, and Wadebridge Junction Railway Bill*	21	0
The *London and South Western Railway (North Devon Extension) Bill*	11	50
The *Newquay and Cornwall Junction Railway Bill*	5	13
The *North Devon and Somerset Railway Bill*	53	77
The *Okehampton Railway Bill*	deviation 12	16
The *Redruth and Falmouth Junction Railway Bill*	5	24
The *Tamar, Kit Hill, and Callington Railway Bill*	7	26
The *Teign Valley Railway Bill*	19	47
The *Torbay and Brixham Railway Bill*	2	7
The *Totnes, Buckfastleigh, Ashburton, and Newton Junction Railway Bill*	17	25

Great Eastern District.

The following Bills relate to Railways in the Great Eastern District:

The *Aldborough Pier and Railway Bill*	1	39
The *East Norfolk Railway Bill*	16	59
The *Ely, Haddenham, and Sutton Railway Bill*	6	55
The *Great Eastern Railway (Highbeech Branch) Bill*	7	29
The *Great Eastern Railway (Junctions) Bill*	3	62
The *Great Eastern Railway (St. Ives to Ramsey) Bill*	9	43
The *Mistley, Thorpe and Walton Railway Bill*	2	35
The *Royston and Hitchin Railway Bill*	7	27
The *Tendring Hundred Railway Bill*	deviation 2	21
The *Wensum Valley Railway Bill*	19	78
The *West Norfolk Junction Railway Bill*	18	22

Grouping.

England.

The following Bills relate to the District occupied principally by the Great Northern Railway:

	Length of New Line. M.	CHS.	
The Alford and Mablethorpe Railway Bill	8	5	Great Northern, Manchester, Sheffield, and Lincolnshire and South Yorkshire District.
The *Great Eastern Northern Junction Railway Bill*	130	3	
The *Great Northern Railway* (*No.* 2) (*Lincoln to Bourn*) *Bill*	36	34	
The *Great Northern Railway* (*No.* 3) (*Doncaster to Gainsborough, &c.*) *Bill*	21	0	
The *King's Lynn, Purfleet River, and Clough Fleet*	—		
The *Lynn and Sutton Bridge Railway* (*Cross Keys Bridge*) *Bill*	—		
The *Lynn and Sutton Bridge Railway* (*Transfer*) *Bill*	—		
The *Manchester, Sheffield and Lincolnshire Railway* (*Steamboats*) *Bill*	—		
The *Peterborough, Wisbeach, and Sutton Railway Bill*	2	15	
The *Stamford and Essendine Railway Bill*	8	4	
The *Trent, Ancholme, and Grimsby Railway Bill*	—		

The following Bills relate to Railways in South and West Yorkshire, viz.: South and West Yorkshire.

The *Great Northern Railway, and Leeds, Bradford and Halifax Junction Railway Amalgamation Bill*	—	
The *Halifax and Ovenden Junction Railway Bill*	2	64
The *Halifax, Huddersfield, and Keighley Railway Bill*	22	49
The *Lancashire and Yorkshire Railway* (*Additional Powers*) *Bill*	0	26
The *Leeds, Bradford, and Halifax Junction Railway* (*No.* 1) (*New Works*) *Bill*	0	58
The *Leeds, Bradford, and Halifax Junction Railway* (*No.* 2) *Bill*	—	
The *North Eastern, Lancashire and Yorkshire, and West Yorkshire Railway Companies Bill*	—	
The *North Eastern Railway* (*Leeds Extension*) *Bill*	8	20
The *North Eastern Railway* (*Leeds New Central Station*) *Bill*	0	37
The *South Yorkshire Railway Bill*	1	9
The *South Yorkshire Railway and River Dun Company's Bill*	—	
The *West Riding and Grimsby Railway Bill*	0	33
The *West Yorkshire Railway Bill*	0	48

The following Bills relate to Railways in the North Eastern district of England: North Eastern District.

The *Blyth and Tyne Railway* (*Additional Powers*) *Bill*	—	
The *Blyth and Tyne Railway* (*New Works*) *Bill*	2	41
The *North Durham Railways Bill*	—	
The *North Eastern Railway* (*Additional Powers*) *Bill*	3	75
The *North Eastern Railway* (*York and Doncaster Branch*) *Bill*	26	63
The *Scarborough, Whitby, and Staithes Railway Bill*	29	53

Grouping.

England.

The following Bills relate to Railways in Lancashire :

	Length of New Line. M.	CHS.
Lancashire.		
The *Blackpool and Fleetwood Railway Bill*	9	14
The *Fleetwood Docks Bill*	—	
The *Garstang and Knot End Railway Bill*	11	66
The *Lancashire and Yorkshire (Blackburn, &c., Lines) Bill*	11	67
The *Lancashire Union Railways*	31	41
The Lancaster Canal Transfer Bill	—	
The *Liverpool Central Station Bill*	1	52
The *London and North Western Railway (Additional Powers) Bill*	8	44
The *North Western Railway Bill*	—	
The *Ribblesdale Railway Bill*	14	38
The *St. Helen's Canal and Railway Bill*	—	

Cheshire, Staffordshire, &c.

The following Bills relate to Railways in Cheshire, Staffordshire, &c. :

The *Cannock Chase and Wolverhampton Railway Bill*	10	40
The *Cheadle, Didsbury, and Manchester Railway Bill*	5	32
The *Drayton Junction Railway Bill*	32	20
The *Knutsford and Warrington Railway Bill*	9	71
The *Macclesfield and Cheshire Midland Junction Railway Bill*	12	64
The *Macclesfield and Knutsford Railway Bill*	10	45
The *Macclesfield, Bollington, and Marple Railway Bill*	10	47
The *Manchester, Sheffield and Lincolnshire Railway Bill*	—	
The *Marple, New Mills, and Hayfield Junction Railway Bill*	alteration 2	31
The *Nantwich and Market Drayton Railway Bill*	—	
The *Newcastle-under-Lyme Canal, and North Staffordshire Railway Companies Bill*	—	
The *North and South Staffordshire Junction Railway Bill*	14	0
The *North Staffordshire Railway (New Works) Bill*	15	10
The *North Staffordshire Railway (Silverdale, Madeley and Drayton) Bill*	12	72
The *Shrewsbury and Potteries Junction Railway Bill*	38	52
The *South Cheshire Railway Bill*	16	52
The *Stafford and Uttoxeter Railway Bill*	5	8
The *Tunstall Railway Bill*	2	14
The *Wellington and Drayton Railway Bill*	deviation 2	35

The following Bills relate to Railways in Shropshire, &c., &c.:

Grouping. — *England.*

	Length of New Line. M. CHS.	
The *Central Wales and Staffordshire Junction Railway Bill* -	—	Shropshire, &c.
The *Much Wenlock and Severn Junction, and Wenlock Railway Companies Amalgamation Bill* - - - - - -	—	
The *Oswestry, Ellesmere, and Whitchurch Railway Bill* -	20 12 deviation 3 16	
The *Severn Valley Railway Bill* - - - - - -	—	
The *Shrewsbury and Welchpool Railway Bill* - - -	—	
The *West Shropshire Mineral Railway (Branches, &c.) Bill*	8 68 deviation 6 20	
The *West Shropshire Mineral Railway (New Lines) Bill* -	19 59	
The *Wolverhampton and Bridgnorth Railway Bill* - -	14 53	
The *Wrexham, Mold and Connah's Quay Railway Bill* -	22 2	

The following Bills relate to Railways in Gloucestershire, Worcestershire, &c.: Gloucestershire, Worcestershire, &c.

The *Bourton-on-the Water Railway Bill* - - - -	15 53
The *East Gloucestershire Railway Bill* - - - -	49 76
The *Gloucester and Ledbury Railway Bill* - - - -	21 77
The *Gloucester, Cheltenham, and Oxford Direct Railway Bill*	33 41
The *Gloucestershire and Wiltshire Railway Bill* - - -	16 70
The *Great Western Railway Bill* - - - - -	0 34
The *Kington and Eardisley Railway Bill* - - - -	7 22
The *Ross, Forest of Dean, Monmouth and Lydbrooke Railways Bill* - - - - - - - - - -	7 42
The *Stonehouse and Nailsworth Railway Bill* - - -	1 22
The *Tewkesbury and Malvern Railway Bill* - - -	—
The *Wilts and Gloucestershire Railway Bill* - - -	22 74
The *Witney Railway Bill* - - - - - - - -	—
The *Worcester, Dean Forest and Monmouth Railway Bill* -	8 26
The *Worcester, Bromyard and Leominster Railway Bill* -	—

Grouping.

England.

Derbyshire, Nottinghamshire, Leicestershire, Warwickshire, Buckinghamshire.

The following Bills relate to Railways in Derbyshire, Nottinghamshire, Leicestershire, Warwickshire, Buckinghamshire, &c.:

	Length of New Line. M.	CHS.
The *Aylesbury and Buckingham Railway Bill*	—	
The *Bedford and Cambridge Railway Bill*	—	
The *Blockley and Banbury Railway Bill*	20	25
The *Chipping Norton and Banbury Railway Bill*	15	9
The *Daventry Railway Bill*	16	69
The *East and West Junction Railway Bill*	40	30
The *Henley-in-Arden Railway Bill*	14	57
The *Hounslow, West Drayton, Beaconsfield, and High Wycombe Railway Bill*	19	17
The *Market-Harborough and East Norton Railway Bill*	6	53
The *Market-Harborough and Melton Mowbray Railway Bill*	20	12
The *Midland Railway (Chesterfield to Sheffield) Railway Bill*	13	64
The *Midland Railway (New Lines, &c.) Bill*	11	67
	deviation	
	24	60
The *Newark and Mansfield Railway Bill*	18	54
The *North and South Junction Railway Bill*	7	19
The *Rickmansworth, Amersham and Chesham Railway Bill*	—	
The *Sheffield, Chesterfield, and Staffordshire Railway Bill*	56	11
The *Wallingford and Watlington Railway Bill*	8	73
The *West Drayton and Staines Railway Bill*	5	53

Wales.

North Wales.

The following Bills relate to Railways in Wales:

In North Wales.

The *Anglesey Central Railway Bill*	deviation 3	56
The *Bangor and Llanberis Direct Railway Bill*	8	53
The *Carnarvon and Llanberis Railway (No. 1) Bill*	7	70
The *Carnarvon and Llanberis Railway (No. 2) Bill*	9	35
The *Flintshire Railway Bill*	22	30
The *Holywell Railway Bill*	2	01
The *Hoylake Railway Bill*	6	35
The *Prestatyn and Cwm Railways and Tramways*	4	33

The

Grouping.

In Central Wales:

Wales.

	Length of New Line. M.	CHS.
The *Aberystwith and Welsh Coast Railway Bill*	—	
The *Aberystwith and Welsh Coast Railway (Steamboats) Bill*	—	
The *Corris Railway or Tramroad Bill*	5	72
The *Llanidloes and Newtown Railway Bill*	—	
The *Manchester and Milford Railway Bill*	34	51
The *Mid-Wales Railway Bill*	0	17
The *Neath and Brecon Railways (Extension, &c.) Bill*	15	27
The *Newtown and Machynlleth and Aberystwith and Welsh Coast Railways Bill*	—	
The *Oswestry and Newtown and other Companies (Amalgamation)*	—	
The *Oswestry and Newtown, London and North Western, and other Railway Companies*	—	
The *Oswestry and Newtown Railway and other Companies (Arrangements) Bill*	—	

South Wales.

In South Wales:

The *Brecon and Merthyr Tydfil Junction Railway (No. 1) Bill*	1	17 deviation
	1	66
The *Brecon and Merthyr Tydfil Junction Railway (No. 2) Bill*	10	20
The *Brecon and Merthyr Tydfil Junction Railway (No. 3) Bill*	17	61
The *Brecon and Merthyr Tydfil Junction Railway (Purchase &c.) Bill*	—	
The *Carmarthen and Cardigan Railway Bill*	6	30
The *Carmarthenshire Railway Bill*	20	58
The *Hereford, Hay and Brecon Railway Bill*	1	26
The *Llandilo and Teiffi Valley Railway Bill*	29	51
The *Llanelly Railway and Dock Company (No. 1) (Capital) Bill*	—	
The *Llanelly Railway and Dock Company (No. 2) (New Line) Bill*	0	34
The *Llynvi Valley and Ogmore Railway Companies Bill*	0	36
The *Neath and Brecon Railway (New Lines, &c.) Bill*	1	56
The *Pembroke and Tenby Railway Bill*	17	77
The *Rhymney Railway (Cardiff and Caerphilly, &c.) Bill*	12	65
The *Rhymney Railway Extension Bill*	4	71
The *South Wales Mineral Railway Bill*	4	37
The *South Wales, Tenby and Milford Haven Junction Railway Bill*	14	61
The *Swansea and Oystermouth Railway Bill*	2	62
The *Swansea Vale Railway Bill*	—	
The *Swansea Vale, and Neath and Brecon Junction Railway Bill*	8	0
The *Vale of Crickhowell Railway Bill*	5	8
The *Whitland, Tenby, and Milford Haven Railway Bill*	23	49

Grouping.

The Bills relating to Railways in Scotland may be classed in the following manner:

Scotland.

	SCOTLAND.	Length of New Line. M.	CHS.
Northern District.	Northern District:		
	The *Crieff and Methven Junction and Branch Railway Bill*	11	36
	The *Denburn Valley Railway Bill*	1	53
	The *Glendevon and Crieff Junction Railway Bill*	12	5
	The *Great North of Scotland Railway (No. 1) Bill*	—	
	The *North British Railway (Perth Branch) Bill*	2	42
	The *Scottish Central Railway (Dundee and Newtyle Extension) Bill*	4	50
	The *Scottish Central Railway (Stations, &c.) Bill*	0	7
	The *Scottish North Eastern (Dundee and Forfar Line) Railway Bill*	17	20
	The *Scottish North Eastern and Alyth Railway Companies Bill*	—	
	The *Scottish North Eastern, and Perth, Almond Valley and Methven Railways Bill*	—	
	The *Scottish North Eastern and Scottish Central Railway Companies Bill*	2	76
Central Ditsrict.	Central District:		
	The *Caledonian, Edinburgh and Glasgow, and Scottish Central Railway Companies Bill*	—	
	The *Caledonian Railway (Glasgow Harbour Branches) Bill*	7	76
	The *Clyde Navigation Bill*	3	11
	The *Dalkeith Branch of North British Railway Abandonment Bill*	—	
	The *Edinburgh and Glasgow Railway Bill*	9	46
	The *Edinburgh and Glasgow, and Alva Railway Companies Bill*	—	
	The *Forth Bridge Railway Bill*	4	65
	The *Glasgow and North British Railway Bill*	54	7
	The *Glasgow and Paisley Joint Line of Railway Bill*	2	64
	The *Glasgow (City) Union Railway Bill*	6	57
	The *Glasgow (City) Union Harbour Tramways Bill*	0	47
	The *Monkland Railways Bill*	3	66
Southern District.	Southern District:		
	The *Caledonian Railway (Bredisholm and Tennochside Branch) Bill*	1	16
	The *Dumfriesshire and Cumberland (Solway) Junction Railway Bill*	23	64
	The *Hamilton and Strathaven, and Caledonian Railway Companies Bill*	—	
	The *North British Railway (Abbey Holme, and Leegate Branch) Bill*	4	41
	The *North British Railway (Carlisle Citadel Station Branch) Bill*	1	21
	The *Portpatrick Railway Bill*	—	
	The *Portpatrick Railway (Steamboats) Bill*	deviation 0	59

Ireland.

The Bills relating to Ireland may be divided into the following Groups:

	Length of New Line. M.	CHS.	*Grouping. Ireland.*
North:			
The *Antrim and Down Counties Junction Railway Bill*	9	41	North.
The *Belfast and Northern Counties Railway Bill*	0	34	
The *Belfast, Ballymoney, and Ballycastle Junction Railway Bill*	15	37	
The *Belfast Central Railway Bill*	5	60	
The *Dublin and Belfast Junction Railway Bill*	—		
The *Dublin and Meath Railway Bill*	—		
The *Great Northern and Western (of Ireland) Railway (No. 1) Bill*	—		
The *Great Northern and Western (of Ireland) Railway (No. 2) Bill*	—		
The *Irish North Western Railway Bill*	—		
The *London and North Western Railway (Traffic Arrangements) Bill*	—		
The *Londonderry and Lough Swilly Railway Bill*	0	5	
The *Newry and Armagh Railway Bill*	—		
The *Newry and Armagh Railway Extension Bill*	27	40	
The *Newry and Greenore Railway Bill*	—		
Dublin and Suburbs:			
The *Dublin Railway Bill*	8	43	Dublin and Suburbs.
The *Dublin Grand Junction Railway Bill*	7	75	
The *Dublin Metropolitan Railway Bill*	7	14	
The *Dublin, Rathmines, and Rathfarnham Railway Bill*	3	34	
The *Dublin, Rathmines, Rathgar, &c, Railways Bill*	14	60	
The *Dublin Trunk Connecting Railway Bill*	8	43	
The *Great Southern and Western, and Midland Great Western Junction Railway Bill*	1	71	
South:			
The *Dublin and Baltinglass Junction Railway Bill*	23	20	South.
The *Dublin, Wicklow and Wexford Railway Bill*	33	39	
The *Kilkenny Junction Railway Bill*	—		
The *Limerick, Foynes, Tralee and Killarney Junction Railway Bill*	31	51	
The *Parsonstown and Portumna Bridge Railway Bill*	1	33	
The *Waterford and Limerick, Limerick and Foynes, and Rathkeale and Newcastle Junction Railways Bill*	—		
The *Waterford and Wexford Railway, and Rossclare Harbour Bill*	34	71	

Amalgamation, Sale, and Lease.

Amalgamation, Sale, and Lease.

My Lords think it desirable to draw the attention of the Select Committees on Railway Bills to the following paragraphs from the Fifth Report of the Select Committee of the House of Commons on Railway and Canal Bills of the Session of 1853.

At page 6 of that Report it is stated that, "It is also to be observed, that "while actual amalgamation requires the consent of Parliament, combination "of interest, under private agreement, is a matter of constant occurrence, and "produces to a certain extent, the same result as regards the public conve- "nience, establishing a community of purpose between two or more Companies, "and enabling the managers of those Companies to exercise over the traffic a "combined control. It has been contended by some of the witnesses, that since "it is not possible wholly to prevent this kind of combination, it is idle to refuse "the formal sanction of Parliament to the principle of amalgamation. But "your Committee are of opinion that there is a wide difference between arrange- "ments of this nature and actual amalgamation by Parliamentary enactment. "The latter once conceded, no change can be made, if at any subsequent time, "either from a change of circumstances or from a change of management, it "becomes desirable again to divide the Companies which have been thus united. "But if working arrangements not now valid in law, shall be sanctioned by "Parliament under definite conditions, and for limited periods, capable of being "renewed by the same authority when approaching the term of their existence, "it will be in the power of the Companies to contract alliances useful for the "conduct of traffic, while it will be open to Parliament to interfere for the pre- "vention of permanent public mischief."

And at page 8 it is observed that, "with a view therefore of securing to the "Railway Companies, and to the public, as far as may be possible, all the "advantages of amalgamation, and yet of retaining in the hands of Parliament "all the power which it may be necessary to employ in future for better "securing, from time to time, the application of railway facilities to the "general good of the community, your Committee would advise that working "arrangements for a time to be limited, confirming intimate relations between "different Companies on the subject of the regulation of their traffic and the "division of the proceeds, may with propriety be sanctioned."

And amongst the general recommendations was the following, numbered 5, at pages 20 and 21 of the Fifth Report, viz.:

"That working arrangements between different Companies for the regu- "lation of traffic and the division of profits should be sanctioned, under proper "conditions, and for limited periods; but that amalgamation of Companies "should not be sanctioned, except in minor or special cases, where it clearly "appears to the Standing [Select?] Committee that the true and only object "of such amalgamation is improved economy of management, and consequent "advantage to the public."

The foregoing remarks appear to be applicable to a sale, or a lease for a long term, as well as to amalgamation.

The conditions which Parliament has in recent Sessions attached to the grant of powers to Railway Companies to enter into working and traffic arrangements have, with a view to uniformity, been recently made the subject of a general enactment, and form Part III. of "The Railways Clauses Act, 1863."

My Lords would also suggest that in all cases of Bills by which amalgama- tion, sale, or lease for a long term, may be sanctioned, provisions should be inserted to prevent the Railway Company acquiring extended control from using their powers to interfere with the natural flow of traffic over the most convenient routes, and to secure that the local interests of the public shall be regarded.

regarded. The tolls might, moreover, be revised, with a view to assimilating the rates for the several lines to be united. *Amalgamation, Sale, and Lease.*

Provisions for these purposes were inserted in the Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859, sections 48, 63–73, and 78.

My Lords would further observe, that when Railway Companies apply to Parliament for largely increased privileges, an opportunity is afforded for a review of the manner in which they have exercised their powers, in order that any existing grievances may be remedied before these additional powers are granted.

In some of the Bills, the amalgamation, sale, or lease is not at once effected on the passing of the Act; but power is given to the Companies to make the transfer at a future time, to be agreed upon between them. *Public notice of Transfer.*

As it is desirable that the authorities who have to enforce the obligations attaching to the ownership of the Railway (with respect to returns of traffic and accidents, cheap trains, level crossings, &c.), and the public generally, concerned with the traffic of the line, should be informed when the transfer takes place, it might be proper to require, in all cases of such future powers as have been mentioned, that within a specified time (say 21 days), after the execution of a lease, sale, or agreement for amalgamation, a notice thereof shall be inserted in the Gazette (London, Edinburgh, or Dublin, as the case may be), and a certified copy of such instrument, together with a copy of the Act, shall be and remain deposited for public inspection at the principal offices of the Companies, parties to the arrangement, and with the clerks of the peace of the several counties into which the works of the respective Companies extend, in manner and for the purposes required by the Railways Clauses Consolidation Act, 1845 (c. 20, s. 162, or c. 33, s. 153, as the case may be).

A provision of this kind will be found in the Athenry and Tuam Railway (Leasing or Sale) Act, 1860, s. 10.

Running Powers.

With respect to running powers, or, in other words, the conceding to one Company powers of traversing, without consent, the lines of another, the Select Committee of 1853 remarked in their Fourth Report (page 6), "This "practice has always been regarded as questionable from considerations of "public safety, and your Committee advise that the attention of the Select "Committee upon each Bill should in every case be specially directed to this "subject, and that running clauses should be admitted with great caution, and "only in cases where it is clearly shown that the apparently hostile clauses "are not inserted as a cloak for amalgamation; and also that effectual security "may be and has been taken for conducting the traffic without danger, if the "Companies continue independent of each other." *Running Powers.*

Accordingly the above-mentioned Fifth Report of the Select Committee of 1853, contained the following recommendation with respect to running powers, numbered 6, at pages 20 and 21, viz.:

"That running powers should generally be discouraged on the score of "danger, and conceded only in cases where the public object of free transit "from one system to another cannot practically be insured by other means."

My Lords would also observe, that the necessity there may formerly have been for allowing running powers may be considered to be now, to some extent, obviated by the Railway and Canal Traffic Act of 1854, 17 & 18 Vict. c. 31, which requires Railway Companies to afford all reasonable facilities for the transmission, on their lines, of traffic passing from and to lines in connexion with them, and by special provisions for ensuring the due transmission of traffic by through booking, through conveyance, &c., which may be adopted when

Running Powers.

proper cases are presented. It may therefore be assumed that running powers are now only practically necessary in cases where a Company requires to pass for a short distance over the line of another Company to reach a station at which to deposit and receive traffic, or when such short piece of line is a link necessary for the completion of a special railway system.

Railway and Canal Companies.

Railway and Canal Companies.

In the case of some of the Bills of the present Session by which it is proposed to authorise the union, or arrangements for the joint working, of the undertakings of two or more Companies, it may be found that some of the Companies in question are owners or lessees of, or exercise control over canals, which are, in some cases, the key of the water communication of the district in which they are situated.

My Lords would point out that in such cases the proposed power to enter into arrangements might enable the Companies to form combinations, involving new or increased inducements to divert traffic from Canals, which are under the control of any of the contracting Companies, to Railways, and so might lead to impediments being thrown in the way of the public desirous of using the Canals as part of a continuous line of water communication.

As to the particular Bills in which precautions should be adopted against the mischief above referred to, and as to the particular precautions which should be adopted in any case (whether by limiting the charges which the contracting Companies may make on their Canals to rates not exceeding those which they may be charging at the passing of the Bill, or by subjecting the Canal rates to revision at any time by a public department, or by requiring publicity to be given to agreements, or otherwise), my Lords do not make any suggestion, as they do not possess the opportunities which the Committee on the Bill will have of examining the circumstances of each case, and of hearing all parties interested.

Deviations from Levels and Gradients.

Deviations from Levels and Gradients.

In some Bills, chiefly those for Railways in and near the Metropolis, it is proposed to give to the Company power, in the construction of the Railway, to deviate from the levels and gradients, as marked on the deposited sections, to such an extent as may be necessary or convenient for avoiding, accommodating, preserving, or improving the drainage or sewers, or other works, in or under the lands through which the Railway will be made, and to alter the inclination of the Railway accordingly, anything in "The Railways Clauses Consolidation Act, 1845," to the contrary notwithstanding.

This power, though it goes in some respects beyond, does not appear to exceed materially the power of deviating from levels contained in the Metropolitan Railway Act, 1854 (c. 221, s. 62), and the subsequent Acts relating to that Railway and its extensions, all of which were to be made below the surface of the ground; and it might perhaps be, in general, conceded in the case of the underground portions of a proposed line of Railway. But as regards the portions which are to be constructed above ground, there does not appear to be the same reason for relaxing the restrictions of the General Act with respect to deviations from the levels and gradients; and in those cases in which the Railways are to be partly above and partly below the original surface of the ground, the power of deviation above-mentioned could, as a general rule, be properly limited to the portions to be made below the surface.

Dimensions of Bridges.

Dimensions of Bridges.

With regard to some Bills for new works, my Lords are desirous of calling attention to the fact that power is sought in them to make the dimensions of the bridges by means of which public roads are proposed to be carried under the

Dimensions of Bridges.

the Railway smaller than those laid down in the Railways Clauses Consolidation Acts. My Lords would observe, for the consideration of the Select Committees, that the dimensions laid down in that Act were fixed with reference to the ordinary heights of the loads of vehicles; that a power of this description will have the effect of limiting the traffic on the roads on which it is granted in perpetuity; that unless a Railway Bill is affected by some rival interest, proposals of this nature are frequently not opposed, because the private persons who will be chiefly affected by them cannot afford to incur the expense attendant upon Parliamentary contests; and that therefore great caution should be exercised in allowing any departure from the rules laid down by the Railways Clauses Consolidation Acts.

With respect to cases in which the width of bridges under the Railway is authorised to be less than that prescribed by the General Act, it may deserve consideration whether there should not always be inserted in the Bill a proviso to the following effect, viz.:

"Provided always, that if at any time after the construction of the Railway "the average available width of any of the said roads respectively shall be in- "creased beyond the width of the bridge provided for the same respectively, on "either side thereof, the Company shall be bound at their own expense to increase "the span or width of that bridge to such extent as may be required by the "trustees or surveyors of such road, not exceeding the width of such road as "so widened, or the maximum width required for a bridge in the like case by "'The Railways Clauses Consolidation Act, 1845.'"

A clause to that effect is contained in the South Western Railway (Works and Capital) Act, 1858, s. 25.

Works affecting Foreshore or Tidal Waters.

Works affecting Foreshore or Tidal Waters.

In the case of works affecting the rights of the Crown in the foreshore between high and low water-mark, or affecting tidal waters, it is the policy of Parliament, in order to secure for the protection of the Crown rights, and of navigation, due consideration of the works *as they will be actually constructed*, to require that any such work shall be constructed, or afterwards altered, only according to such plan, and under such restrictions and regulations, as the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, and of the Board of Trade shall severally approve of in writing.

In practice, effect is given to that object, by incorporating in the Special Act either the Railways Clauses Consolidation Act, 1845 (c. 20 or c. 33), or the Harbours, Docks, and Piers Clauses Act 1847 (c. 27).

Of each, the two Acts of 1845, the 17 Sec., and of the Act of 1847, the 12 Sec., relate to the assent of the two Public Departments to the intended work.

Power is thus reserved to each of those Departments to require working drawings of the work, as it will be actually constructed, to be submitted to them for approval.

In the last Session, a general Act (the Railways Clauses Act, 1863) was passed, which, with a view to securing uniformity, contains (amongst other provisions) clauses relating to the protection of navigation (Sects. 13–19); to which effect is to be given by the incorporation of those clauses in the Special Act in proper cases.

It is to be observed, however, that cases have occurred in which the incorporation of the Clauses Consolidation Acts in the Special Act, having been qualified by the addition of words, such as "so far as the provisions of those Acts are not varied or excepted by the provisions of this [the Special] Act," doubt has arisen whether the promoters are not, by the addition of those words, authorised to execute their works according to the deposited plan and section, without any power of modification by the Commissioners of Woods, or by the Board of Trade.

Works affecting Foreshore or Tidal Waters.

In order to obviate such doubt, it is desirable, with reference more particularly to the subject above referred to, that, in the qualifying words above-mentioned, should be inserted "expressly" before "varied," &c.; and that the clause in each Bill which authorises the execution of works affecting the foreshore or tidal waters, according to the deposited plans and sections, should also contain such words as "subject to the provisions of the incorporated Acts and parts of Acts."

The Companies Clauses Act, 1863.

The Companies Clauses Act, 1863.

In the Act of the last Session (26 & 27 Vict., c. 118), "for consolidating in one Act certain Provisions frequently inserted in Acts relating to the Constitution and Management of Companies incorporated for carrying on Undertakings of a public Nature," the objects of the Legislature, in reference to the provisions in the Act, are declared to be the avoiding the necessity of repeating such provisions in the Acts relating to such undertakings, *and the ensuring greater uniformity in the provisions themselves.*

Incorporation of Parts II. and III. of the Companies Clauses Act, 1863.

The portions of that Act to which my Lords would first refer in this Report are Part II., containing provisions for regulating the creation and issue of additional capital by new ordinary or preference shares or stock; and Part III., containing provisions for regulating the creation and issue of debenture stock.

It is to be observed, that effect can only be given to the various provisions of this General Act by incorporating them with the Bills having objects to which it is the intention of the General Act that such provisions should be made applicable.

It will be found in several Bills of this Session, which purport to incorporate Part II. or Part III., that there are clauses in the Bill substantially different from the general enactment, and that the incorporation of Part II. or Part III. is qualified, in some cases, by excepting some of their provisions, in others by the addition of words, such as "so far as the same parts are not varied by the provisions of this Act."

In cases of proposed additions to classes of shares or stock by Companies whose powers in respect of those matters are already regulated by provisions differing from those of the General Act above-mentioned, it might be convenient, as preserving uniformity, to refer to those existing provisions, and to extend them to the new power; and in such cases there should be no incorporation of the corresponding part of the General Act. But for the most part, it seems desirable, as best calculated to give effect to the purposes of the Legislature in the General Act, that special clauses should not be admitted in Bills relating to additional capital or debenture stock which can vary the provisions of Parts II. and III., when incorporated with the Bill.

Cancellation and Surrender of Shares.

In many of the Bills of this Session for constituting new Railway Companies, as well as in most of those relating to existing Railway Companies, it is proposed to incorporate Part I. relating to "Cancellation and Surrender of Shares," of "The Companies Clauses Act, 1863."

Among the provisions of Part I. are sections 4 to 7, which regulate the cancellation by a Company, *without the consent of the holders*, of shares which have become forfeited in due course; and sections 8 and 9, which respectively authorise a Company—

(1) *With the consent of the holder*, to cancel any share which is declared forfeited, or on which any sum remains unpaid; and,

(2) To accept *surrenders* of any shares which have not been fully paid up.

With respect to sections 8 and 9, my Lords have to observe that the powers given to Companies by those clauses of making arrangements with shareholders, by which the latter may be released from all responsibility for calls remaining unpaid

unpaid on the shares held by them, may affect materially the remedies of execution creditors of the Company against the shareholders, under the 36th section of the Companies Clauses Consolidation Act, 1845, (Scotland, s. 38); and those powers may also diminish the efficacy of the provision uniformly inserted in Railway Acts that grant a new borrowing power, which makes it a condition precedent to the exercise of such power, that the whole of the shares in the capital, on the basis of which the borrowing power is granted, have been subscribed for *bonâ fide*, and are held by subscribers or their assigns, and for which such subscribers or their assigns are legally liable.

The Companies Clauses Act, 1863.

My Lords find that provisions such as those in sections 8 and 9 of the Companies Clauses Act, 1863, have been frequently, in late Sessions, admitted into the special Acts of *existing* Railway Companies; and it seems to have been with a view to render the terms of such powers more uniform in cases in which Parliament sees fit to grant them, that sections 8 and 9 were made a part of that General Act.

But it has not hitherto been the practice of Parliament to allow such provisions to form a part of the Act of original incorporation of any Company.

The attention of the legal officers of the Houses of Parliament will, no doubt, be directed to this point; and it will be for the Select Committees on the Bills to determine in what special Acts sections 8 and 9 of the Companies Clauses Act, 1863, may be properly incorporated.

Capital.

Capital.

Upon the subject of appropriation of capital to specific purposes, my Lords think it desirable to draw attention to the remarks which they have made in several recent Sessions, and which appear applicable to many of the Bills now before Parliament, viz.:

Intended Application of Capital should be restricted in Bill.

"Previously to the year 1847, considerable laxity prevailed in the manner of "framing the provisions relating to the raising of capital in Railway Bills, and "powers of this kind were frequently given without any express limitation of "the purposes to which the money should be applied. In 1847 the Commis- "sioners of Railways, in their Reports to Parliament on the Railway Bills of "that Session, had occasion to remark on this and other irregularities in the "form of the money powers. And in 1848, the Select Committee of the House "of Commons on Railways, in their Third Report, suggested that Committees "on Railway Bills should in future give increased attention to the money clauses "of such Bills, and more especially that they should refuse to allow any power "of raising money, unless the general application of such money was set forth "in the Bill. And this recommendation of the Committee was enforced by an "Order of the House of Commons of the 31st May 1848. Since that time it "has become the established practice in Bills authorising Railway Companies "to raise money by shares or loan, to provide that the money to be raised by "either mode shall be applied to the purposes of the Act, and to no other "purpose."

Amount of New Capital should be defined.

At page 2 of their Third Report above mentioned, the Select Committee on Railway Bills of 1848 took exception to some of the Bills of that Session, as appearing "to contain irregular or undefined powers of raising money, or other "provisions which require special inquiry by the Committees;" and amongst the objectionable provisions pointed out by them were general powers for raising money to pay off debts or liabilities of the Companies, or for like purposes, when the Bills contained no distinct recital of the facts, or specification of the amounts.

Dwellings of the Labouring Classes.

Dwellings of the Labouring Classes.

The 191st Standing Order of the House of Lords, with a view to the better consideration of the effect that proposed works may have in the displacement of persons of the labouring classes from their dwellings, requires that, in the case of any Bill for making any work in the construction of which compulsory power is sought to take 30 houses or more, inhabited by the labouring classes, in any one parish or place, the promoters shall deposit a statement of certain particulars relating to such displacement, and the remedy (if any) proposed for the inconvenience to be caused by it.

The Select Committee of the House of Lords on Metropolitan Railway Communication of last Session, in the 5th paragraph of their Third Report, expressed their opinion, "that with the view of giving further effect to the provisions in "favour of the labouring classes, contained in the 191st Standing Order, it is "desirable,—

"That in every Bill for making any work, in the construction of which "compulsory power is given to take 30 or more houses inhabited by the "labouring classes, in any one parish or place, a clause be inserted to enact "that the Company shall, not less than four weeks before taking any such "houses, make known their intention to take the same, either by personal "notice to heads of families inhabiting the same, at the time of giving such "notice, or by placards, handbills, or other general notice placed in public "view upon or within a reasonable distance from such houses, and that the "Company shall not take any such houses until they have obtained the "certificate of a justice that it has been proved to his satisfaction that the "Company have made known their intention to take the same in manner "required by this provision."

It would be for the consideration of the Select Committee on any Bill for a scheme which involves works in densely populated parts of the metropolis, or of any other large town, whether a clause, such as that suggested in the above-mentioned Report of the Lords' Committee, might not be properly inserted in the Bill.

There are points in some of the Railway Bills adverted to in the foregoing Report which appear to call for observation, on the part of the Board of Trade, more in detail than could conveniently here be inserted. My Lords propose to make those Bills, as well as the Bills relating to Harbours, Docks, and Tidal Waters, the subject of special Reports, which will be made before the several Bills come under consideration by the Select Committees.

Board of Trade,
February 1864.

James Booth.

GENERAL REPORT of the BOARD of TRADE on the RAILWAY and CANAL, &c. BILLS of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

Under 3 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Charing Cross Railway Bill.

THE principal objects of this Bill are to empower the Charing Cross Railway— Objects.

To take additional ground on the western side of Dowgate Hill, and on the southern side of College Street, for their Cannon Street Terminus.

To raise for the purposes of the Bill 90,000 *l.* by new ordinary or preferential shares, and 30,000 *l.* by loan.

To lease lands at their Cannon Street Terminus for an Hotel, and to contribute 65,000 *l.* for the purposes of such Hotel.

To extend to the subjects of this Bill the powers of making a lease or sale to the South Eastern Railway Company, contained in "The Charing Cross Railway Act, 1863,"

Section 17. It may deserve consideration whether the proposed general power of leasing "any lands already *or hereafter* acquired by the Company at or near to Cannon Street," should not be restricted to lands already or hereafter acquired under the authority of any Act relating to the Company already passed, or of this Act. Observations.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Charing Cross Railway Bill*].

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Charing Cross (Northern) Railway Bill.

THIS Bill is to incorporate "The Charing Cross (Northern) Railway Company," with a capital of 2,000,000 *l.*, in 20 *l.* shares, and 650,000 *l.* by loan, for making the following Railways:— Objects.

(No. 1.) Length 2 miles, from a junction with the Charing Cross Railway, at the eastern side of its Charing Cross Terminus; thence northward under the Strand and by the east side of St. Martin's-lane, under the western end of Long Acre; thence north-eastward, across and under Little Queen-street and Holborn; thence northward, near the east side of Red Lion and Brunswick-squares, across and under the Euston-road, to a junction with the Great Northern Railway, at the southern end of its King's Cross Station:

(No. 2.) Length 44 chains, from a junction with No, 1, near and to the south of King's Cross, across and under the Euston-road, to a junction with the authorised Extension to London of the Midland Railway, near the Saint Pancras Workhouse:

(No. 3.) Length 65 chains, from a junction with No. 1, near Brunswick-square, across and under the Euston-road, to a junction with the London and North Western Railway, near the northern end of the Euston Station:

To be completed within five years.

Each of the three proposed Railways will pass over the Metropolitan Railway at the Euston-road, which latter will be raised for that purpose.

The new Company are to be authorised to enter into working and traffic arrangements with the Great Eastern, the Great Northern, the Midland, the London and North Western, the South Eastern, and the Charing Cross Railway Companies, or any of them.

Section 20 allows *four* years for the exercise of the compulsory powers. The period usually allowed does not exceed *three* years. Observations.

Section 22. After "subject to the provisions of this Act," should be added, "and of the Acts, and parts of Acts, incorporated herewith."

Section 23. The commencement and terminations of the proposed Railways are not stated with reference to streets or other places, described by name, as is usual in Railway Acts.

Section 36. Instead of 112 lbs., the limit of luggage here proposed to be allowed to first-class passengers, the usual limit in Railway Acts, is now 120 lbs.

Section 43. The terms of this clause authorising terminal charges do not appear to correspond with the provisions now usually inserted in Railway Acts.

Interference with Tidal Waters.

MY LORDS have to observe, that interference with the tidal waters of the River Thames, in its present state, is proposed by this scheme in the following instance, viz.:—

Railway No. 1: On the first furlong the line of way passes for a short distance below the present high-water mark of the River Thames, the limits of deviation extending beyond the line of embankment approved by this Board on 13th July 1863.

Such interference renders necessary the incorporation in the Bill of "The Railway Clauses Consolidation Act, 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS

[*Charing Cross (Northern) Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—II.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Charing Cross (Western) Railway Bill.

THIS Bill is to incorporate "The Charing Cross (Western) Railway Company," with a capital of 2,600,000 *l.* in 20 *l.* shares, and 850,000 *l.* by loan, for making the following Railways:— Objects.

No. 1. Length 5 miles 6½ chains, commencing by a junction with the Charing Cross Railway at Waterloo-road, thence southward along the western side of the London and South Western Railway to Church-street, Lambeth, crossing the Thames near and to the south of Lambeth Bridge, thence north-westward, crossing under Victoria-street, Westminster, thence south-westward, near and to the north-west of the Victoria Station, by the south-east of Ebury-street, under Sloane-square, and at the south of Thurloe-square, and by Earl's-court, to a junction with the West London Extension Railway, on its western side, near its northern extremity at Kensington:

No. 2. A Branch, length 23½ chains, to connect No. 1, near York-road, Lambeth, with the Charing Cross Railway, near the south-eastern end of its bridge over the Thames:

No. 3. A Branch, length 55 chains, from a junction with No. 1 at the west of the West London Extension Railway to a point at the south side of the Hammersmith and Kensington turnpike road, west of Brook-green-lane:

To be completed within five years.

The new Company are to be authorised to enter into working and traffic arrangements with the London and North Western, the London, Brighton, and South Coast, the London and South Western, the Great Western, the South Eastern, the Charing Cross, and the West London Extension Railway Companies, or any of them.

Section 20 allows *four* years for the exercise of the compulsory powers. The period usually allowed does not exceed *three* years. Observations.

Section 22. After the words "subject to the provisions of this Act," should be added "and of the Acts and parts of Acts incorporated herewith."

Section 23. The commencements and terminations of the proposed Railways are not stated with reference to streets or other places described by their names, as is usual in Railway Acts.

Section 36. Instead of 112 lbs., the limit of luggage here proposed to be allowed to first-class passengers, the usual limit in Railway Acts, is now 120 lbs.

Section 43. The terms of this clause authorising terminal charges do not appear to correspond with the provision now usually inserted in Railway Acts.

Interference with Tidal Waters.

My Lords have to observe, that interference with the tidal waters of the Thames in its present state, is proposed by this scheme in the following instance, viz. :—

> Railway No. 1, at the first mile from its commencement, crosses the River Thames by a bridge of seven arches, two of 95 feet span and 16 feet high ; two of 105 feet span and 17½ feet high ; two of 115 feet span and 19 feet high each ; and one of 120 feet span and 20 feet high, all above Trinity high-water mark.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Charing Cross (Western) Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed, 5 February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

East London Railway Bill.

THIS Bill is to incorporate "The East London Railway Company" with a capital of 2,015,000 *l.* in 20 *l.* shares, and 670,000 *l.* by loan, for making the following Railways, viz.:— Objects.

No. 1, length 3 miles 58½ chains, from a junction with the Great Eastern Railway, at Tap-street, Bethnal Green, passing over the eastern end of the Whitechapel Road, and the western end of Commercial Road East, to Severn-street, St. George-in-the-East; thence under the London and Blackwall Railway, and a part of the London Docks, through the Thames Tunnel, along the west side of the Grand Surrey Timber Docks, to the New Cross Station of the London, Brighton and South Coast Railway, with a connecting Branch to that Railway:

Nos. 2, 3, and 4, lengths 17 chains, 11½ chains, and 31¼ chains, to connect No. 1 with the Great Eastern Railway at Bethnal Green, with the Deptford Branch of the London, Brighton and South Coast Railway, where it passes under the London and Greenwich Railway, and with the South Eastern Railway near the same place:

Nos. 5 and 6, lengths 34¼ chains, and 61½ chains, from a junction with No. 1 at Severn-street across and under Whitechapel High-street, and thence by the east side of Houndsditch to a junction with the Finsbury Extension of the Metropolitan Railway at Little Moorfields:

Nos. 7, 8, 9, and 10, lengths 17½ chains, 45¾ chains, 28¾ chains, and 4¼ chains, from Nos. 5 and 6 to the east side of Moorgate-street, and to the North London Railway (City Branch) near Sun-street, and to the Liverpool-street Terminus of that Railway:

No. 11, length 30¼ chains, to connect Nos. 1 and 5 at Whitechapel:

Nos. 12 and 13, lengths 40 chains and 5¼ chains, to connect No. 8 with the Haydon-square Branch Railway:

Such works to be completed within five years.

The Company are to be empowered to purchase the Thames Tunnel, to appropriate it to the purposes of their Railway, and to discontinue its use for other purposes; and they propose by the Bill to provide morning and evening trains for the conveyance of the labouring classes through the Tunnel at 1 *d.* for each passenger.

The Company are also to be authorized to agree with the Grand Surrey Dock Company with respect to laying rails on the quays of that Company.

Section 21. Having regard to the interest which the Government have in the Thames Tunnel, in respect of the large sums of public money advanced to the Thames Tunnel Company, and remaining unpaid, it seems to be proper that arrangements for the purchase of the Thames Tunnel by the Railway Companies should be subject to the approval of the Lords Commissioners of the Treasury. Observations.

Section 41. The agreements between the Company and the Grand Surrey Dock Company here proposed to be authorized, are not made subject to the usual conditions of assent of special meetings of the Companies, and that the agreements shall not affect the terms on which third parties may use the works of the respective Companies.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*East London Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Great Eastern Railway (Junctions) Bill.

THE principal objects of this Bill are to empower the Great Eastern Railway Company— Objects.

To make Junction Railways between their existing lines at (1) Stratford, length 73 ½ chains; (2) Cambridge, length 34 ¾ chains; (3) Ely, length 42 chains; (4) March, length 26 chains; (5) Lynn, length 40 ¼ chains; (6) East Dereham, length 41 chains; and (7) Thorpe next Norwich, length 24 chains; and (8) a Siding Railway, length 20 ¼ chains, to land of the Company on the south side of their Main Line, at Mile End Old Town:

To be completed within five years:

To make a new level crossing on the Clare and Shelford Line authorised in 1861:

To raise 116,000 *l.* by new, ordinary, or preference shares, and 35,660 *l.* by loan.

Section 10. It is not proposed that any security shall be provided for the completion of the Siding Railway No. (8). Observation.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Great Eastern Railway (Junctions) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Great Eastern Railway (Metropolitan Station and Railways) Bill.

Objects.

THE principal objects of this Bill are to empower the Great Eastern Railway Company to make the following new Railways, viz.—

Nos. 1 and 2, lengths 41 chains and 59½ chains, from the north side of Wormwood Street in the City of London, crossing northward over Norton Folgate, and near the south side of the Company's Shoreditch Terminus, thence eastward along the south side of the Company's Main Line, to a junction with that line at Tap Street.

No. 3, length 7 miles 55 chains, from the Company's Main Line at Tap Street, northwards, by the west side of Cambridge Heath, over the North London Railway, near and to the west of its Hackney Station; then north westwards under the Stamford Hill-road, north of Stoke Newington, then, northwards over the authorised line of the Tottenham and Hampstead Junction Railway, by the west of Tottenham, to a junction with the Company's Enfield Branch near Edmonton Station.

Nos. 4, 5, and 6, lengths 18 chains, 66½ chains, and 17½ chains, respectively, to connect No. 3 with the North London Railway, with the Company's Cambridge Line, and with the Tottenham and Hampstead Junction Railway.

No. 7, length 14 chains, from No. 5 to the Company's Cambridge Line near Tottenham Station.

No. 8, length 3 miles 70½ chains from No. 3 at Hackney, to the Company's proposed High Beech Branch at Walthamstow.

Nos. 9 and 10, lengths 40½ chains, and 33½ chains, from No. 8 to the Company's Cambridge Line, on its east and west sides.

No. 11, length 24½ chains, from No. 3 to the North London Railway, on its south side at Hackney.

To be completed within five years:

The Bill is also to authorise the Company to take land on the east side of New Broad Street, and on the north side of Wormwood Street, for a Terminal Station:

To raise by new ordinary or preference shares, 1,363,000 *l.*, and by mortgage 454,330 *l.*:

To create debenture stock.

Observations.

Section 19. It seems desirable that it should appear distinctly whether the power of creating and issuing debenture stock to be given by this Bill, extends to all sums which the Company may be authorised to raise by mortgage, or is limited to the sum of 454,330 *l.*, authorised in section 17 to be borrowed, otherwise doubt might arise whether the provisions of the Companies Clauses Act, 1863, Part III., incorporated with this Bill, will be applicable to the whole of the Company's mortgage debt, or to the above-mentioned sum only.

Board of Trade,
February 1864.

James Booth.

[*Great Eastern Railway* (*Metropolitan Station and Railways*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Great Northern and Victoria Station Railway Bill.

THIS Bill is to incorporate "The Great Northern and Victoria Station Railway Company," with a capital of 200,000 *l.* in 10 *l.* shares, and 66,000 *l.* by loan, for making a Railway, length 8 miles 63 chains, from a junction with the Great Northern Railway, near and to the south of their Barnet station, passing under and then at the west of the Great North Road, west of the Finchley Road, east of Hendon, under the authorised Midland Railway Extension to London, under the Edgware Road, and over the Harrow Road and the London and North Western Railway, to a junction with the West London Railway, where it crosses the Grand Junction Canal, north of the Great Western Railway, to be completed within five years. Objects.

The Company are to be authorised—

To contract with the Great Northern Railway Company, with respect to the working and traffic of the intended line:

To run over the West London, and the West London Extension Railways, and the lines of the London, Brighton and South Coast, and the London, Chatham and Dover Railway Companies, into the Victoria Station, Pimlico, but not interfering with the local traffic:

And to require station services from the Companies owning those Railways.

Section 26. See the Observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. Observations.

Section 36. "Terminal Station" is not defined in this Bill, in the usual manner.

Board of Trade,
February 1864.

James Booth.

[*Great Northern and Victoria Station Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Great Northern Railway (No. 1) (Barnet Branch, &c.) Bill.

Objects.

THE principal objects of this Bill are to empower the Great Northern Railway Company—

To make a Branch Railway, length 1 mile 32¼ chains, from their Main Line, to Barnet, and an Approach thereto, to be completed within four years;

To acquire land for station purposes, to the westward of their Goods Station at King's Cross;

To run over the Metropolitan Railway between King's Cross and its Farringdon-street Terminus;

To run over the London, Chatham and Dover Railway between its junction with the Metropolitan Railway and the Crystal Palace at Sydenham and the Victoria Station at Pimlico respectively;

To agree with the London, Chatham, and Dover Railway Company respecting the mutual use of their undertakings;

To raise 200,000 *l.* by new ordinary or preferential shares, and 66,000 *l.* by loan;

And to confirm an agreement of December 1860 (in a schedule to the Bill) between the Great Northern and the Metropolitan Railway Companies for the use of, and working by the former Company of their trains upon, the above-mentioned portion of the Metropolitan Railway, and for an option to the Great Northern Railway Company to take on lease land for a warehouse at the east of the Metropolitan Railway at Clerkenwell.

Observations.

Section 1. It is proposed to incorporate the whole of "the Railways Clauses Act, 1863." Having regard to the terms of that Act, and the objects of this Bill, it may deserve consideration whether the incorporation should not be limited to Part I. Construction of a Railway; and, Part III. Working Agreements.

Sections 11 and 13. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

[*Great Northern Railway* (*No.* 1) (*Barnet Branch, &c.*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—VIII.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Hampstead, Midland, North Western, and Charing Cross Junction Railway Bill.

BY this Bill it is proposed to incorporate "The Hampstead, Midland, North Western, and Charing Cross Junction Railway Company," with a capital of 990,000 *l.* in 10 *l.* shares, and 330,000 *l.* by loan, for making the following works; viz., Objects.

Railways, in five sections:

"The Main Line," length 3 miles 10 ¼ chains, from a point under the Hampstead-road, at Haverstock-hill, passing along and under the Hampstead-road, across and under the Metropolitan Railway, along and under Tottenham-court-road, near and to the west of Seven Dials, along and under the northern part of St. Martin's-lane, across and under the Strand, and by the east of Villiers-street to a point on the foreshore of the Thames, in front of Adelphi-terrace;

And four Junction Branches therefrom, of an aggregate length of 1 mile 60 ½ chains, to the London and North Western Railway at the eastern end of Primrose Hill Tunnel, and at the west of its bridge under the Hampstead-road; to the Charing Cross Railway at the northern end of its bridge over the River Thames; and to the north side of the Metropolitan Railway at the eastern end of Euston-square.

Three New Streets:

No. 1, from the southern end of Tottenham-court-road to the northern end of Upper St. Martin's-lane;

Nos. 2 and 3, from the junction of St. Martin's-lane and Long Acre, crossing the Strand, between Villiers-street and Buckingham-street to York-terrace, on the River Thames.

A Sub-Way under the Strand, between Streets Nos. 2 and 3, for foot passengers.

The Railways to be completed within five years.

The new Company are to be enabled to require, by notice, each of the Midland, the London and North Western, the North London, the Great Western, the Metropolitan, the Charing Cross, the South Eastern, and the London and South Western Railway Companies, to afford facilities for traffic of the new Company by through booking, through carriages, and mutual interchange of rolling stock.

The new Company are to be authorised to contract with those eight Companies, or any of them, with respect to the construction, use, and working of all or any part of the undertaking of the new Company, and the interchange of traffic.

Section 10. The conditions precedent to the exercise of the borrowing power are not in the terms usually inserted in Railway Acts. Observations

Sections 20 and 25 would authorise the Company to *stop up permanently* streets, &c., along the whole course of the intended works. Such power would be inconsistent with the 16th section of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament, which requires that the streets, &c. which may be stopped up shall be specified in the Bill.

Section 29–31. It seems to be a question, on the terms of these clauses, whether the Company might not retain indefinitely, the ownership of the houses, &c., in the new streets, instead of being required, according to the practice of Parliament, to dispose of such property, or of the reversion in the case of leases having been granted by the Company, within the period of 10 years, limited by "The Lands Clauses Consolidation Act, 1845," s. 127, for the sale of superfluous lands.

Section 35. It is to be observed that the Bill contains no limit of time for the exercise of the powers for executing the works other than the Railways.

Sections 42 and 43. The words, "in his own charge," in these two clauses are questionable, as they appear to be intended to relieve the Company from the ordinary responsibility of carriers, in respect of a reasonable amount of passengers' luggage, which responsibility it is the practice of Parliament to leave with Railway Companies.

Section 52. The proposed power to contract for the *construction* of the undertakings of the new Company by other Companies is one which it is the practice of Parliament not to sanction.

Interference with Tidal Waters.

My Lords have to observe that interference with the tidal waters of the River Thames, in its present state, is proposed by this scheme in the following instance, viz. :—

> Railway No. 1 terminates on the northern foreshore of the Thames, near Charing Cross Railway Bridge, within the line of river wall of the embankment authorised by "The Thames Embankment Act, 1862."

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1864.

James Booth.

[*Hampstead, Midland, North Western, and Charing Cross Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—IX.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

London and Blackwall Railway Bill.

THIS Bill is to empower the London and Blackwall Railway Company— Objects.

To make a Railway, No. 1, length 2 miles 25 chains from their Main Line, at the east of Limehouse Station, passing between the River Thames and the western ends of the West India Docks, thence southwards, eastwards, and northwards, parallel with the River Thames, to Manchester Road; with Branches No. 2, length 19¾ chains, and No. 3, length 20¾ chains, to the bank of the River Thames, at Johnson-street, and at the Admiralty Works, in the Isle of Dogs: and a Railway, No. 4, length 38½ chains, to connect the Company's Extension to Bow at Stepney with their Main Line at Limehouse; such works to be completed within five years:

To widen the Company's Main Line on its south side near Stepney Station:

To enlarge the Fenchurch-street Terminus towards Mark-lane:

To take additional land at the eastward of the Limehouse Station:

To arrange with the East and West India Dock Company with respect to the construction and management of opening bridges to carry Railway No. 1. over their Cuts:

To construct tramways from Railways Nos. 1, 2, and 3, to any private premises at the river side, with the consent of the owners, and of road authorities:

To raise 250,000 *l.* as new ordinary or preference capital, and 80,000 *l.* by mortgage

Section 5. The proposed power at the end of this clause would enable the Company to purchase and acquire *compulsorily* "any easement, right, or limited interest," &c.: this is inconsistent with "The Lands Clauses Consolidation Act, 1845," and with the practice of Parliament, which authorises the taking of partial interests in land, by *agreement* only. Observation.

Interference with Tidal Waters.

My Lords have to observe that interference with the tidal waters of the River Thames, in its present state, is proposed by this scheme in the following instances, viz.:—

Railways Nos. 2 and 3 are to terminate at the high water-mark on the northern shore of the Thames; one opposite Greenwich Hospital, and the other about three quarters of a mile lower down the river, the limits of deviation extending about 100 and 130 yards into the river.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1864.

James Booth.

[*London and Blackwall Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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London and North Western Railway (Additional Powers) Bill.

THIS Bill proposes to empower the London and North Western Railway Company to make the following Railways, viz.: Objects.

(1.) Length 73½ chains, in connection with their Chester and Crewe Branch, near its junction with their Main Line;

(2.) Length 15¾ chains, at Warrington, to connect the Company's Railway with the Saint Helen's Railway;

(3.) Length 2 miles 7 chains, near Hereford, to connect the Worcester, Abergavenny, and Hereford, and the Hereford, Ross, and Gloucester Lines of the Great Western Railway Company;

(4) and (5.) Lengths 54¾ chains, and 55 chains, near Harlesden, to connect the Hampstead Junction Railway with the Company's Main Line, and with the West London Railway;

(6.) Length 7¾ chains, at the Company's Wapping Station, at Liverpool;

(7,) (8,) and (9.) Lengths 1 mile 70¾ chains, 1 mile 48 chains, and 32 chains, in connection with the Shropshire Union and the Vale of Llangollen Railways, near Ruabon,

And a new approach to the Euston Station, through the northern portion of Euston-square;

To deviate three roads near Mold and Flint, to close certain streets at Manchester, and in the parish of Saint Mary Shoreditch, and to stop up certain footpaths near Bagillt Station;

Such works to be completed within five years.

To retain for ten years superfluous lands at Pinner, Bedford, Linslade, Birmingham, Rugby, and Saint Albans:

To abandon the construction of the Railway between Cheadle Bulkeley, and the Stockport, Disley, and Whaleybridge Railway, authorised in 1861, and to sanction the abandonment by the South Staffordshire Railway Company of the Junction Line to the Oxford, Worcester, and Wolverhampton Railway, authorised in 1855:

To use certain Railways of Messrs. Allsopp and Sons, at Burton-on-Trent:

To contract with the Great Western Railway Company with respect to the working and use of the intended Railway (3); and with the Vale of Clwyd Railway Company with respect to the working and traffic of that Company's undertaking:

To enter into arrangements with the Midland Railway Company with respect to the traffic of their respective Railways; and with respect to the latter Company taking a joint interest in the lease with the London and North Western Railway Company of the Lancaster and Carlisle Railway undertaking, including the Lancaster and Preston Junction and the Kendal and Windermere Railways:

To contract with the Lancaster and Yorkshire Railway Company with respect to Preston Station:

To raise 300,000*l.* as new, ordinary, or preferential capital, and 100,000*l.* by mortgage.

Section 6. It appears to be a question whether the maximum aggregate rates for the use of the line, carriages, and locomotive power, on the Railways at Wrexham, Ruabon, and Llangollen, mentioned at the end of this clause, are limited in the manner required by the practice of Parliament.

Section 12. The exception of Crown-street contained in page 3, line 27, of this Bill is not repeated in the corresponding part of Section 12.

Sections 25, 26, and 28. With reference to the powers of entering into agreements contained in these clauses, it seems to be a question whether this Bill should not incorporate Part III. (relating to Working Agreements) of "The Railways Clauses Act, 1863."

Section 27. Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on Railway Bills, 1864, page 18.

The powers to the London and North Western Railway Company of granting, and to the Midland Railway Company of accepting, an interest in the Lancaster and Carlisle Railway undertaking are not made subject to the usual condition of assent of special meetings of the two Companies.

Section 37 proposes to extend to all Railways, for the time being, vested in or worked by, the Company, the provision in their Act 9 & 10 Vict. c. 204 (s. 70), which subjects trespassers on the London and Birmingham, the Grand Junction, and the Manchester and Birmingham Railways, amalgamated by that Act, to a penalty not exceeding *ten* pounds.

It may be observed, that such an enactment in a special Act is not usual; the offence of trespass being generally left subject to the general enactment against wilful trespassing on a Railway, which is contained in the Act for regulating Railways, 3 & 4 Vict. c. 97, s. 16. That clause imposes a penalty not exceeding *five* pounds, or three months' imprisonment.

If all the Railways of the Company be assimilated to each other in this particular, the occasion might perhaps be taken (1) to assimilate them also in respect of the provision contained in Section 73 of the same Act (9 & 10 Vict, c. 204), requiring the Company to furnish engine power in certain cases: and (2) to increase the maximum weights of luggage, which passengers may take free from charge on the three amalgamated Railways above mentioned from 112 lbs., 60 lbs, and 40 lbs., as limited by section 66 of the last-mentioned Act, to 120 lbs., 100 lbs., and 60 lbs., the quantities now usually allowed in Railway Acts, to first, second, and third-class passengers respectively.

Section 45. The terms of this clause, enabling the Company, in lieu of borrowing, to raise money "by the creation of stock, in such manner and subject to such conditions as they think fit," leave it doubtful whether debenture stock may not be created for this purpose. If it is intended to authorise debenture stock, it seems desirable that the power should be expressly given; and in that case Part III. (relating to debenture stock) of "The Companies Clauses Act, 1863," should be incorporated with this Bill, or some existing provision regulating the Company's creation of debenture stock should be made applicable to the additional amount.

James Booth.

Board of Trade,
February 1864.

[*London and North Western Railway (Additional Powers) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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London and South Western Railway (Additional Works) Bill.

BY this Bill it is proposed to authorise an amalgamation with the London and South Western Railway Company, when assented to by a special meeting of that Company, of— Objects.

(1.) The North Devon Railway and Dock Company, on the terms stated in the First Schedule, viz., their 6 per cent. redeemable preference stock (not exceeding 38,512*l.*) to become like stock of the South Western Company at par, and each 100*l.* of their A. stock (not exceeding 25,152*l.*), of their B. stock (not exceeding 25,152*l.*), and of their ordinary stock (not exceeding 245,415*l.*), to be exchanged respectively for 20*l.*, 100*l.*, and 50*l.* of ordinary stock of the South Western Company; and of—

(2.) The Bideford Extension Railway Company, on the terms stated in the Second Schedule, viz., their ordinary stock (not exceeding 55,000*l.*), to be exchanged at par for 4 per cent. preferential stock of the South Western Company, but the dividends thereon till 31st December 1869 to be at the rate of 3 per cent. only.

Also to amalgamate with the London and South Western Railway Company the Southampton and Netley Railway Company, as from 1st January 1864, on the terms stated in the Third Schedule, viz, that their shareholders are to be paid off at par by the South Western Company.

In each case the amalgamated Company are to be dissolved; the amount of their authorised share and loan capital is added to the share and loan capital of the South Western Company: their debenture debt becomes debenture debt (as part of the increased loan capital) of the South Western Company; and the latter Company are authorised to issue new shares to the amount of the capital, and to attach a 5 per cent. preferential dividend thereto.

The Bill empowers the Company to make—

1. A Railway, length 49 chains, at Leatherhead, to connect the Epsom and Leatherhead and the Dorking and Leatherhead lines.

2. A Railway, length 71¾ chains, at Battersea, to connect the Company's Richmond Line with the West London Extension Railway; and,

3. A diversion of the existing branch of the West London Extension Railway, which joins the Company's Main Line near Falcon Bridge, at Battersea;

Such works to be completed within three years.

The period for the completion of the Andover and Redbridge Railway is to be extended to 29th June 1866, the time allowed for the completion of certain junctions therewith authorised in 1863.

The Bill authorises a lease or sale by the London, Brighton, and South Coast Railway Company of a portion near Leatherhead of the Dorking and Leatherhead Line, now being constructed by them, to that Company and the London and South Western Railway Company jointly; and agreements may be entered into between the two Companies with respect to the working and traffic of that portion of Railway, and the joint management thereof.

Agreements may also be entered into between the Company and the West London Extension, and the London, Chatham and Dover Railway Companies, with respect to the construction, using, and traffic of the intended Railway at Battersea, and of any adjoining portions of the lines of the three Companies.

The Bill further empowers the Company—

To grant leases of sites for Hotels at their Southampton terminal station, and at their Exeter station; and

To raise for their intended works at Leatherhead and at Battersea respectively, 15,000 *l.* and 24,000 *l.* as new, ordinary, or preference capital, and 5,000 *l.* and 8,000 *l.* by mortgage.

Observations.

Section 5. With respect to the additional capital authorised by this Bill, it is to be observed that the Bill does not incorporate Part II. relating to additional capital, of the Companies Clauses Act, 1863. In lieu of such incorporation, Section 5 extends to the intended new capital certain provisions of the Company's Act of 1862, c. 42.

It is to be observed that those provisions differ from Part II. of the Companies Clauses Act, 1863, in the following particulars, viz.:

1. Section 50 of the Special Act of 1862 authorises the issue of preferential capital, with a condition that future capital may be issued with priority thereto, a course which is not recognised in the General Act of 1863; and

2. The Special Act of 1862 does not appear to contain the provision that in the issue of new shares or stock, not less than the full nominal amount of any share or portion of stock be payable or paid in respect thereof, which is contained in Sect. 21 of the General Act of 1863.

Section 10 increases the capital of the South Western Company by the amount of the authorised capital of the North Devon Company; and Section 11 increases the amount which the South Western Company may borrow by the amount which the North Devon Company are authorised to borrow.

Similar provisions are contained in Sections 16 and 17, and 22 and 23, with respect to the capitals and borrowing powers of the Bideford and Netley Companies.

Section 75 authorises the South Western Company to raise by new shares all the capital so added to their other capital.

With respect to the North Devon Company's capital, it is to be observed, that in the preamble of the London and South Western Railway (Exeter and North Devon) Act, 1860 (c. 103), their authorised capital was stated to consist of their Taw Vale Railway and Dock capital of 15,000 *l.*, and River Taw Vale Extension Railway capital of 426,400 *l.*; that of that latter capital, 318,779 *l.* had been paid up and expended, and that shares for 113,280 *l.* therein were held by the South Western Company; and by the 60th Section of that Act the South Western Company were authorised to subscribe for additional shares in the capital of the North Devon Company.

In the last return made to Parliament by the North Devon Company of their share and loan capitals (in No. 492 of Session 1863), their authorised share and loan capitals, as on 31st December 1862, were stated to be 621,400 *l.* and 207,100 *l.* respectively, making together 828,500 *l.*; and the total amount raised by them by shares and loan was stated to be 499,842 *l.*; from which it would appear that the South Devon Company claimed to be entitled to raise further sums, amounting to 328,658 *l.*, to complete that sum of 828,500 *l.*

The effect of Sections 10 and 11 of this Bill would seem to be to transfer to the South Western Company all the unexercised powers of raising money of the North Devon Company, and (having regard to Section 75, relative to the creation of new shares) to enable the South Western Company to issue new shares in respect of the amount for which they already hold shares in the capital of the North Devon Company. And it is further to be observed, that if, as is proposed by the arrangement in the First Schedule of this Bill, a portion of the stock of the North Devon Company be converted into stock of the South Western Company of less amount, the difference between the nominal amounts of those two stocks would represent a sum which the South Western Company would, by Section 10 of this Bill, acquire power to raise by shares, notwithstanding it has already been raised by the North Devon Company.

Reference

Reference may be made to the observations on "Capital" in the General Report of the Board of Trade on the Railway Bills of this Session, page 23, with a view to its being considered whether, in accordance with the recommendations of the Select Committee of the House of Commons, 1848, therein referred to, and the practice of Parliament since pursued, there should not be inserted in this Bill specific statements of the authorised amounts of the share and loan capitals of the three dissolved companies respectively, and of the portions of those capitals which the South Western Company have been authorised to subscribe for; and also specific statements of the sums which the South Western Company will be authorised to raise, in respect of the powers of each of the North Devon, the Bideford, and the Netley Companies; and a definition of the purposes to which such sums are to be primarily applicable, having regard to the objects for which those powers were given to the dissolved companies respectively.

By Section 45 the South Western Company are required to complete the incomplete works of the other four companies; and it may deserve consideration whether the sums to be raised under the unexercised powers of those companies should not be made primarily applicable to the completion of their respective works.

Sections 25 and 26 will convert the 6 per cent. preference stock of the North Devon Company, which is now entitled to payment of arrears from time to time of its fixed dividends out of future profits, into stocks of the South Western Company, not carrying arrears beyond each current year. It seems to be a question whether these are not alterations of an existing preference within the Standing Orders of Parliament.

Section 34 would empower the Company to purchase *compulsorily* any right, easement, or privilege in or affecting the lands shown on the plans. It is the practice of Parliament, in accordance with the "Lands Clauses Consolidation Act, 1845," not to empower a Railway Company to acquire an easement, or other partial interest in land otherwise than by agreement with the owners.

Section 44. This general power to *stop up* roads permanently is inconsistent with the 16th section of the "Railway Clauses Consolidation Act, 1845," and with the practice of Parliament.

Section 75 authorises the Company to create new capital to the full amount of the capital of any other Railway Company added by the Bill to that of the Company. It seems, however, to be proper that the amount of new capital should in each case be limited to the amount of the respective Railway Company's capital which, if this Bill were not passed, the respective Railway Company might raise. Such a limitation was inserted in Section 99 of the South Western Railway Act, 1863 (c. 90), together with the further provision, that moneys so raised should be applied only to the purposes for which the same might be raised by the respective Railway Company.

Board of Trade,
February 1864.

James Booth.

[*London and South Western Railway* (*Additional Works*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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1. *London, Brighton, and South Coast Railway (Additional Powers) Bill.*
2. *London, Brighton, and South Coast Railway (New Lines in Battersea) Bill.*

1. *London, Brighton, and South Coast Railway (Additional Powers) Bill.*

THIS Bill has for objects to empower the London, Brighton, and South Coast Railway Company— Objects.

To acquire additional lands for the enlargement of their Bricklayers' Arms Station; and near their Croydon and Balham Hill Line, at Croydon.

To make the following Railways, viz.:—

1. "South London Railway and Herne Hill Junction," length 2 miles 4 chains, to connect the Company's authorised lines at Peckham and at Knight's Hill.

2. "Peckham Junction," length 20¾ chains; and, 3. "Brixton Junction," length 38 chains, to connect authorised lines of the Company, and of the London, Chatham, and Dover Railway Company, at Peckham and at Brixton.

4. "New Tooting Branch," length 1 mile 45 chains, from a junction with a line of the Company, authorised in 1863, to Mitcham, and to be in substitution for two other lines authorised by that Act.

5. "West Croydon and Balham Junction," length 27¼ chains, to connect the Company's Croydon and Balham Line with their Epsom Branch, at Croydon.

6. "Croydon (Central) Railway," length 30 chains, from the Company's authorised South Croydon Line to High-street, Croydon.

7. "Lewes and Uckfield Junction," length 2 miles and 11 yards, to connect the Company's Lewes and Uckfield Line with their Brighton, Lewes, and Hastings Line, at Lewes.

8. "Ford Junction," length 44 chains, to connect the Company's Littlehampton Branch with their Pulborough and Ford Line, at Leominster, in Sussex.

Such works to be completed within five years.

To agree for and effect amalgamations with the Company's undertaking, of the respective undertakings of the Horsham, Dorking, and Leatherhead, the Horsham and Guildford Direct, the Bognor, the Brighton, Uckfield, and Tunbridge Wells, the Banstead and Epsom Downs, and the East Grinstead, Groombridge, and Tunbridge Wells Railway Companies; and the substitution of new capital of the Company for the respective capitals of those six Companies.

To raise for the purposes of the intended Railways and Works 390,000 *l.*, by new ordinary or preference shares, and 130,000 *l.* by mortgage.

The Bill provides for the appropriation to the Company of the two southernmost, and to the London, Chatham, and Dover Railway Company of the two northernmost, lines of rails on their respective Railways, between Stewart's Lane at Battersea, and Rye Lane at Peckham.

Observations.

Section 16 provides that on, and in respect of, *all* the Railways of the Company, they may make terminal charges "as well for and in respect of animals, carriages, merchandise, articles, matters, or things, as for or in respect of goods." As this appears to have for its object the authorising the Company to make terminal charges in cases in which they cannot now be made under the Act of last Session, by which the Company's charges on their Railways were regulated anew, this clause will doubtless have the careful consideration of the Committee on the Bill.

Section 25. Reference may be made to the observations on "Amalgamation, Sale, and Lease," including those on "Notice of Transfer," in the General Report of the Board of Trade on Railway Bills, 1864, pages 18 and 19.

Interference with Tidal Waters.

My Lords have to observe that interference with Tidal Waters is proposed by this scheme in the following instances, viz.:—

Railway No. 7 crosses the River Ouse three times above Lewes, viz.: —At the second furlong, by a bridge of one arch of 25 feet span and 12 feet high; at 5½ furlongs, by a bridge of one arch of 25 feet span and 14 feet high; and at 1⅝ of a mile, by a bridge of one arch of 60 feet span and 16 feet high.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

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2. *London, Brighton, and South Coast Railway (New Lines in Battersea) Bill.*

The objects of this Bill are to empower the London, Brighton, and South Coast Railway Company—

Objects.

To make the following works, viz.:

Railway No. 1, length 1 mile 16¼ chains, to shorten the distance between two points on their Crystal Palace Line at Battersea;

Railway No. 2, length 53¾ chains, to connect No. 1 with the London, Chatham, and Dover Railway, at the Wandsworth-road;

Railway No. 3, length 2 miles 67 chains, from a junction with No. 1 at Long Hedge Farm-lane, passing southward under Clapham Common, to a junction with the Company's Croydon and Balham-hill Line, at Streatham;

And alterations of the Queen's-road and Prince of Wales-road at Battersea, in lieu of works authorised by "The Queen's Road Battersea Extension Act, 1863;"

To be completed within five years:

To raise 430,000 *l.* by new ordinary or preference shares or stock, and 143,300 *l.* by mortgage or debenture stock or perpetual annuities:

To contract with the London, Chatham, and Dover Railway Company with respect to the use and traffic of their respective Railways.

No observation appears requisite.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *London, Brighton, and South Coast Railway (Additional Powers) Bill.*]

[2. *London, Brighton, and South Coast Railway (New Lines in Battersea) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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London, Chatham, and Dover Railway (No. 1) Bill.

Objects.

THIS Bill proposes to constitute, as a separate undertaking, to be called "The City Lines Undertaking," of the London, Chatham, and Dover Railway Company (in the Bill called the Dover Company), so much of the Railways to the north of Earl-street, Blackfriars (authorised in 1860 as part of the "City Section" of the "Metropolitan Extensions") as the Company, by their London, Chatham, and Dover Railway, No. 2 (New Lines) Bill of this Session may not be authorised to abandon, together with any Railways to the north of Earl-street, which may be authorised by that Bill. For this separate Undertaking the Dover Company are to have a "City Lines Capital" of 1,000,000 *l.* in new shares or stock, and power to borrow 333,300 *l.*; to which capital the Great Northern Railway Company are to be required to contribute 300,000 *l.* (s. 12), such contribution being entitled to a dividend of 1 *l.* 15 *s.* half-yearly, to be recoverable, in case of deficiency in the profits of the "City Lines," by distress and entry on any other Undertaking of the London, Chatham, and Dover Railway Company (s. 17).

The Dover Company are to be authorised to take tolls for the "City Lines" Railways, additional to those chargeable for the "Metropolitan Extensions," of which they were originally part (ss. 24–32).

The Company are to be authorised to agree with the Great Northern and the Metropolitan Railway Companies with respect to the use of the City Lines Undertaking (ss. 36. 38).

The Great Northern Railway Company, on payment of their contribution of 300,000 *l.*, are to be entitled to work certain traffic over the City Lines Undertaking, and any other Railways of the Dover Company within 15 miles of their station at Earl-street, including that station, and their Victoria and Crystal Palace Stations (ss. 39, 40), and the Dover Company are to have a reciprocal right to use the King's Cross Station.

The Dover Company are to be empowered to raise 1,500,000 *l.* by "General Shares, 1864," as additional capital in their General Undertaking, and 500,000 *l.* by mortgage of that undertaking; and 1,600,000 *l.* by "Metropolitan Extension New Shares, 1864," as additional capital in their Metropolitan Extensions, and 533,000 *l.* by mortgage of those Extensions (ss. 43–61).

Provision is made for the consolidation, with the consent of certain special meetings, of the Metropolitan Extensions unpreferred capital with the ordinary capital of the General Undertaking (s. 60).

Observations.

Sections 8 and 44. With respect to the proposed powers to issue 1,000,000 *l.* as "City Lines Capital," 1,500,000 *l.* as additional capital of the General Undertaking, and, 1600,000 *l.* as additional capital of the Metropolitan Extensions, "*on such terms and conditions* as may be determined by the resolutions of any ordinary or special meeting of the Dover Company," it is to be observed that the Bill does not incorporate Part II. Additional Capital of the Companies Clauses Act, 1863, in respect of such additions to the capital of the Dover Company; and the proposed powers will therefore not be subject to the usual provisions

 requiring

requiring the assent of three-fifths of the proprietors at the meeting to any preferential privileges to be annexed to the new shares; that the preferential dividend shall not exceed a stated rate; that the shares shall not be issued at a discount; that the special terms shall be stated on the certificates of the new shares; and that existing preferences shall retain priority.

Section 17. The proposed charge in favour of the Great Northern Railway Company upon the income and profits of the Dover Company, other than those of the City Lines Undertaking, is not qualified by any reservation of existing charges upon such income and profits by way of mortgage or preference.

It therefore seems to be a question whether the terms of such existing charges may not be altered by this clause.

Sections 24 to 34. It is to be observed that the tolls to be taken under these clauses will increase the rates that might have been charged under the Dover Company's existing Acts in respect of the Dover Company's lines between Earl-street and the Metropolitan Railway and Smithfield, which they have been already authorised to construct as part of their Metropolitan Extensions: and by section 34, it would seem to be anticipated as a consequence of the intended separation of the City Lines Undertaking from the rest of the Dover Company's Undertaking, that it will be the interest of proprietors of City Lines shares and stock that the tolls and charges proposed by this Bill to be authorised on that undertaking shall not be reduced.

Section 37. It seems to be a question whether any of the purposes of agreements, specified in section 36, "relate to traffic," and consequently whether the insertion of the words "so far as they relate to traffic," in Section 37 would not nullify the incorporation of Part III. of the Companies Clauses Act, 1863.

Section 38. If the incorporation of Part III. of the Companies Clauses Act 1863, is proper in respect of agreements to be entered into under Section 36, it might be proper that such incorporation should be made applicable also to agreements under Section 38.

Section 44. See above, under Section 8.

Section 55. The proposed power to effect exchanges of new shares for existing preference shares or mortgages is not subject to the usual restriction, that the aggregate annual charge in respect of preferential dividend of the new shares shall not exceed the aggregate annual charge in respect of the preferential dividend or interest of the shares or mortgages taken in exchange by the Company.

Section 56. The terms of this Clause would seem to include authority to the Dover Company to give shares of a greater aggregate nominal value in exchange for shares of a less aggregate nominal value, which seems objectionable in principle, and opposed to the practice of Parliament.

Board of Trade,
February 1864.

James Booth.

[*London, Chatham, and Dover Railway (No. 1) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

London, Chatham, and Dover Railway (No. 2) (New Lines, &c.) Bill.

THIS Bill empowers the London, Chatham, and Dover Railway Company (in the Bill called "the Company") to make— Objects

Certain Railways, of an aggregate length of 1 mile 75 chains, and diversions of existing Railways, at and near Battersea, called the "Battersea Works," and certain Railways and alterations of authorised Railways, of an aggregate length of 3 miles 63¾ chains, at and near Herne Hill.

A widening for a length of 1 mile 10 chains of a portion of the Company's "West-End Section," from the Wandsworth Road to Shepherd's Lane, Brixton, such works, called the "Southern Works," to become part of the "West-End Section" of the Company's "Metropolitan Extensions."

Certain Railways, of an aggregate length of 1 mile 30 chains, called the "Kent Works," to connect the Company's authorised Greenwich Line with the North Kent Line and the authorised Tunbridge Line of the South-Eastern Railway Company, and to become part of the "Eastern Section" of the Company's Metropolitan Extensions; and

Certain Railways, of an aggregate length of 31¼ chains, to connect the Company's authorised Line north of Earl Street, Blackfriars, at Snow Hill, with the Metropolitan Railway at Charles Street, and with the Finsbury Extension of that Railway at Smithfield Bars, to become part of the "City Section" of the Company's Metropolitan Extensions, or, if sanctioned by the passing of the Company's (No. 1) Bill of this Session, part of their separate "City Lines Undertaking":

Such several works to be completed within five years.

Provision is made for the abandonment of parts of the existing West London Extension Railway, and of an authorised Junction Line of the Company, at Battersea; and of part of a Railway of the London, Brighton, and South-Coast Railway Company near Herne Hill, authorised in 1863; and also of the portion north of Ludgate Hill, and originally intended to have a terminus at Brazier's Buildings, Farringdon Street, of the "City Section" of the Company's "Metropolitan Extensions," authorised in 1860; and

For extending for one year the time for the completion of the Farnborough Extension.

The Bill gives mutual running powers to the South-Eastern Railway Company over the Lines of the Company and of the Crystal Palace and South-London Junction Railway Company between certain parts of the South-Eastern Railway and the Crystal Palace; and to the two latter Companies over the North-Kent Railway to its Woolwich Arsenal Station;

Running powers to the Company over the West London Extension Railway to its Kensington Station;

Running powers to the Company and the Great Northern Railway Company over all parts of the Metropolitan Railway;

Running powers to the Great Northern Railway Company over the Crystal Palace and South-London Junction Railway;

Powers to the Company to enter in agreements with the Crystal Palace and South-London Junction, the London, Brighton, and South-Coast, the Great Western, the South-Eastern, and the West-London Extension Railway Companies, or any of them, for the purposes of the Bill;

Powers to the Company to raise, for the purposes of the "Kent Works," 220,000*l*. by "Eastern Section Shares, 1864," in the "Metropolitan Extensions (Eastern Section)," and 73,300 *l.* by mortgage of the "Eastern Section;" and to raise 100,000 *l.* by "General Preference Shares," to be applied in discharge of further arrears of dividends on the guaranteed capital of 500,000 *l.*, created under the Company's "Extension to Dover Act, 1855;" and to be redeemed, together with 60,000 *l.*, authorised in 1861 to be raised for the like purpose, in 15 years from the passing of the Bill.

The Company are to be exempted from payment of Margate Pier and Harbour dues in respect of coal, &c., consumed or conveyed on Railways of the Company or of the Kent Coast Railway Company; and from interference with their traffic by the licensed porters, carmen, or carriers at Dover.

Observations.

Section 33. The proposed period of five years to be allowed for the completion of the new works will extend from 1865 to 1869, the time limited by the London, Chatham, and Dover Railway Metropolitan Extensions Act, 1860, for the completion of the connexion between the Company's Railway and the Metropolitan Railway.

On the subject of the length of time to be allowed for the execution of works in crowded parts of the Metropolis, see Observations under the head "Interruption of Thoroughfares," in the Report of the Board of Trade on Metropolitan Railway Schemes, 1864, presented to Parliament by Royal Command.

It is the practice of Parliament not to grant an extension of time exceeding three years, at one time; and it seems to be a question whether, as regards the works north of Snow Hill, the Company are not virtually seeking an extension of time for completing authorised works.

Sections 47–57. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session.

Section 56. It may deserve consideration whether the proviso in this clause, that tolls awarded to be payable by a Company using the line of another under the Bill may be *more* than those which that other Company may be authorised to levy, should not be qualified, so as to preclude such increased tolls being charged to the public.

Section 58. It seems to be a question whether the general power in this section to several Companies to enter into agreements "for any of the purposes of this Act" should not be more definite in the enumeration of those purposes; and if those purposes include working or traffic arrangements, whether the power should not be regulated as regards assent of special meetings of the Companies, &c., by incorporation with this Bill of Part III. of the Railway Clauses Act, 1863.

Sections 60–72. With reference to these clauses authorising the raising of additional preference capital, it is to be observed that the Bill does not incorporate Part II. relating to additional capital of the Companies Clauses Act, 1863.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London, Chatham, and Dover Railway* (*No.* 2) (*New Lines, &c.*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

London Main Trunk Underground Railway Bill.

THIS Bill is to incorporate "The London Main Trunk Underground Railway Company," with a capital of 1,500,000 *l.*, in 10 *l.* shares, and 500,000 *l.* by loan, to which the Corporation of London may subscribe to any amount, for making the following Railways, viz.: Objects.

(1.) Length one mile 62¾ chains, from a junction with the Great Eastern Railway at Bow, to the Mile End-road at Charrington's Brewery, thence along and under that road to near the Mile End Tollgate.

(2.) Length one mile 49¼ chains, from the last-mentioned point, passing along and under Mile End-road and Whitechapel-street, and by the north east of Houndsditch, and under Finsbury-circus to a Junction with the authorised eastern termination of the Metropolitan Railway, Finsbury-circus Extension.

(3.) Length one mile 69¾ chains from the last-mentioned point, passing eastward by the side of (2) to the middle of Houndsditch, thence southward and south-westward under the eastern part of Fenchurch-street and westward along and under Cannon-street, to a junction with the London, Chatham, and Dover Railway Metropolitan Extension, at the northern end of its bridge over the Thames, near Earl-street, Blackfriars.

(4.) Length 27¼ chains, to connect (3) with that Extension Railway at Ludgate-hill.

(5.) Length 55¼ chains, from (3) at Eastcheap, passing under Trinity-square, to a Junction with the authorised London Docks Branch of the London and Blackwall Railway, at Royal Mint-street.

(6.) Length 20¼ chains, from (3) in Fenchurch-street, passing along and under Aldgate, to (2) in High-street, Whitechapel.

(7.) Length 12¾ chains, to connect (3) in Cannon-street with the authorised Charing-cross Railway City Branch at Upper Thames-street.

To be completed within seven years.

The Company are to be empowered—

To form subways for such purposes as they think fit, and to contract for the use thereof: and

To contract with the Corporation of London, the Commissioners of Sewers of the City of London, and the Metropolitan Board of Works, for the improving and forming of streets in the line of the intended Railways.

The Bill provides that the Company shall run a morning train from Bow to their westernmost terminus in the City, and an evening train from that terminus to Bow, at prices not exceeding 2 *d.* for passengers, for the convenience of the labouring classes:

And that there shall be through fares, rates, and carriages from and to the intended

intended Railways, to and from those of the London and North-Western, the Great Western, the Great Northern, the Great Eastern, the Midland, the North London, the London and Blackwall, the South-Eastern, the London, Brighton, and South Coast, the Charing Cross, the London and South-Western, the Metropolitan, and the London, Chatham, and Dover Railway Companies.

Observations.

Sections 3 and 26. The proposed power to take easements and other partial interests in land compulsorily, and not by agreement only, is inconsistent with the Lands Clauses Consolidation Act, 1845, and with the practice of Parliament.

Section 11. It may deserve consideration whether the amount of any contribution which the Corporation of London may be authorised to make should not be limited by the Bill.

Section 26. See Section 5, above.

Section 38. The weight of luggage now usually allowed in Railway Acts to first-class passengers, is 120 lbs., not 112 lbs. only.

Section 48. This provision differs from that which is now usually adopted in Railway Acts for authorising terminal charges.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL &c. BILLS.

[*London Main Trunk Underground Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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London Union Railways Bill.

THIS Bill, as deposited at the Board of Trade, was to incorporate "The London Union Railway Company," with a capital of 5,000,000 *l.*, in 20 *l.* shares, and 1,666,000 *l.* by loan, for making railways, in ten sections, of an aggregate length of 21 miles 50 chains. Objects.

My Lords have been informed by the promoters of this Bill, that it is their intention to give up portions of their original scheme, and to apply to Parliament for powers to construct only the Railways described below, the estimate for which is 2,000,000 *l.*, viz.:

(1.) Length 7 miles, from a junction at Cold's Green, in the parish of Hendon, with the authorised line of the Midland Railway Extension to London, passing southward under the Edgware Road, over the Hampstead Junction, the London and North Western, the West London, and the Great Western Railways at the east of Kensal Green, then along the western side of the West London and the West London Extension Railways (passing under the Hammersmith and City Junction Railway, and the Uxbridge, the Kensington and the Fulham Roads), then eastward, under the West London Extension Railway, near and at the south of its Chelsea station to a point in the intended Railway (3), near and at the south-west of Cremorne Gardens:

(2.) Length 25 chains, to connect (1) north-eastward with the Hampstead Junction Railway, called in the Bill The North and South Western Junction Railway:

(3.) Length 5 miles 56 chains, from a junction with the West London Extension Railway at a point near and at the south of its Chelsea station, passing eastward to the shore of the River Thames at and under Cremorne Pier, then along and under the northern side of the river, below high-water mark, to a point near and at the west of Chelsea Suspension Bridge, under the Victoria Station and Pimlico Railway, along and under Lupus-street, by the west and north of Millbank Penitentiary, crossing the Thames south of Lambeth Bridge, by a bridge of seven spans of 103 feet each, over the London and South Western Railway in Lambeth, and the London, Chatham, and Dover Railway near and at the south of the Elephant and Castle, by the north and east of the Bricklayers' Arms Station, to a junction at St. James's-road, Bermondsey, with the Branch Line to that station of the London, Brighton, and South Coast, and the South Eastern Railways:

(4) and (5). Lengths 12¾ chains, and 13¾ chains respectively to connect (3) south-westward with the London and South Western Railway in Lambeth, and north-eastward with the London, Chatham, and Dover Railway near its Elephant and Castle Station:

To be completed within five years.

The Bill, as deposited, provides that the new Company may use the Kensal Green Station of the North and South Western Junction Railway Company [Hampstead Junction Railway Company?], the Kensington and Chelsea stations of the West London Extension Railway Company; the Victoria, and the Elephant and Castle Stations of the London, Chatham, and Dover Railway Company;

Company; the Bricklayers' Arms Station of the London, Brighton, and South Coast and the South Eastern Railway Companies; and the Farringdon-street Station of the Metropolitan Railway Company; and to run over portions of Railways near those stations.

The Company, and each of the Great Eastern, the Great Northern, the Midland, the London and North Western, the Great Western, the North and South Western Junction, the West London, the West London Extension, the London and South Western, the London, Brighton, and South Coast, the South Eastern, the London, Chatham, and Dover, and the Metropolitan Railway Companies are to afford mutual traffic facilities; and the Company may contract with those 13 Companies, or any of them, with respect to the working and traffic of the intended Railways.

Observations.

Section 7. The conditions of the exercise of the borrowing power are not in the terms now usually adopted in Railway Acts.

Section 20. After the words "subject to the provisions of this Act," should be added "and of the Acts incorporated herewith."

Section 23. The proposed power to take easements or other partial interests in land, *compulsorily*, and not by agreement only, is inconsistent with the "Lands Clauses Consolidation Act, 1845," and with the practice of Parliament.

Section 25. The period for the exercise of the compulsory powers is usually limited to *three* years.

Sections 27–29. The jurisdiction proposed in these Clauses to be given to the Admiralty, has been transferred to the Board of Trade, and the provisions in question are rendered unnecessary by the incorporation with this Bill (section 22) of Part 1, relating to construction of a Railway, of the "Railways Clauses Act, 1863."

Section 35. The weights of luggage now usually allowed in Railway Acts to first and second-class passengers are 120 lbs. and 100 lbs. respectively.

Section 37. To authorise extra charges for the conveyance of small parcels by express trains, beyond those limited, as in Section 34 of this Bill, is not in accordance with the practice of Parliament.

Sections 39 and 42. The proposed provision that certain matters shall be settled in case of disagreement "by arbitration or the Board of Trade," appears of doubtful meaning. It might be more accurate, if any reference of such matters be authorised, to provide that they shall be settled "by an arbitrator to be appointed by the Board of Trade, on the application of either party."

Section 40. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Interference with Tidal Waters.

My Lords have to observe, that interference with the tidal waters of the River Thames, in its present state, is proposed by this scheme in the following instance, viz.:—

> Railway No. 3, from the first 3 furlongs to about 1¼ mile runs along the northern foreshore of the River Thames, and from thence skirts the shore, by a tunnel, to about 1¾ mile; and at 3 miles crosses the Thames by a bridge of seven openings, of 103 feet span each; with a headway under the centre span of 23 feet above Trinity high-water mark.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London Union Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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19—XVII.

Under 1 *oz.*

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Metropolitan and St. John's Wood Railway Bill.

THIS Bill is to incorporate "The Metropolitan and St. John's Wood Railway Company," with a capital of 300,000*l.* in 10*l.* shares, and 99,000*l.* by loan, for making a Railway, length 2 miles 29¾ chains, from a point underground, at or near the Baker-street Station of the Metropolitan Railway, passing under and along Park-road, over the Regent's Canal on the west side of that road, along and under Wellington-road and the Finchley-road to a point at or near the Finchley-road Station of the Hampstead Junction Railway, to be completed within five years. Objects.

The Company are to be authorised to contract with the Metropolitan, the London and North Western, and the North London Railway Companies, with respect to the working and traffic of the intended Railway; and are not to be required to convey "heavy goods."

Section 19. With respect to the proposed power of deviating from the levels on the Section, it is to be observed that the Bill does not contain a definition of the term "streets," as is usual in such cases, and as is desirable for greater certainty in the present Bill. Observations.

Section 38. The weight of luggage now usually allowed in Railway Acts to first-class passengers, is 120 lbs., not 112 lbs. only.

James Booth.

Board of Trade,
February 1864.

[*Metropolitan and St. John's Wood Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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Metropolitan District Railways Bill.

Objects.

THIS Bill is to incorporate "The Metropolitan District Railway Company," for making a "Main Inner Circle," and a "Main Outer Circle" of Railways, and various Branch Railways, for connecting the "Main Outer Circle" with existing and authorised Railways in and near the Metropolis.

The "Main Inner Circle" will consist of the following Railways, viz.:—

No. 32. "Brompton to Westminster Bridge," length 2 miles 20½ chains, commencing at a point near Alfred Place West, Thurloe Square, at which point the Extension Railway, proposed by the Metropolitan Railway (Notting Hill and Brompton Extension) Bill of this Session, and also Railways 5 and 6A mentioned below will terminate; then running eastward, north of Sloane Square, north-west and then south-east of Chester Square, north of Victoria Station, and under Victoria Street to Bridge Court, near Westminster Bridge; with a road to connect Cornwall Road and Alfred Place West, and a covered way between the intended Station at Westminster Bridge, and the Palace of Westminster.

No. 33. "Westminster Bridge to Cannon Street," length 1 mile 75 chains, from the termination of No. 32, west and north of the Thames Embankment (North Side) to Blackfriars Bridge, and thence under the London, Chatham, and Dover Railway, and under a portion of the proposed New Street between Blackfriars and the Mansion House, to a point under the authorised Cannon Street Station of the Charing Cross Railway; and

No. 34. "Cannon Street to Fenchurch Street," length 53½ chains from the termination of No. 33 eastward, by the south of Cannon Street, and under King William Street, and south of Eastcheap to the point where the Blackwall Railway crosses Vine Street, north-east of Trinity Square, Tower Hill, at which point No. 34 is intended to join the Extension Railway proposed in the Metropolitan Railway (Trinity Square Extension) Bill of this Session.

The remainder of the "Main Inner Circle" will be supplied by the existing Metropolitan Railway, its authorised Extension to Finsbury Circus, and its proposed Extensions abovementioned, to Trinity Square, and to Notting Hill and Brompton.

The "Main Outer Circle" will consist of the following Railways, viz.:—

No. 1, length 3 miles 8¾ chains, from a junction with the London, Chatham, and Dover Railway at Wandsworth Road Station, running westward and then northward, west of Battersea Park, across the Thames by a Bridge of five arches between Battersea Bridge and Cadogan Pier, under the Fulham and Old Brompton Roads, to a point near the junction of Gloucester Road and Cromwell Road, South Kensington:

No. 6, length 1 mile 12½ chains, from the termination of No. 1, running north-westward, west of Kensington Square, then northward under Kensington High Street, and at the west of Church Lane, Kensington, to a point south-west of the junction of High Street, Notting Hill, and Silver Street:

No. 10, length 10 miles 10¾ chains, from the termination of No 6, northward under High Street, Notting Hill, under the Great Western Railway and the Harrow Road, west of Paddington Workhouse, under the London and North Western Railway and the Edgware Road near Kilburn Station, to near the Finchley Road Station of the Hampstead and City Junction Railway; then eastward over the Hampstead Junction and the Tottenham and Hampstead Junction Railways to Kentish Town and Upper Holloway, under the Great Northern Railway, by the North of Abney Park Cemetery, under Stamford Hill Road at the north of Stoke Newington, thence south-eastward under Upper Clapton Road by Lower Clapton to a point near and to the north of the Hackney Wick Station of the North London Railway:

No. 25, length 1 mile 43 chains, from the termination of No. 10, running southward, east of Victoria Park, to a junction with the Great Eastern Railway west of the North London Railway:

No. 26, length 4 miles 8¾ chains, from a junction with No. 25, near its termination, southward, by the east of the City of London and Tower Hamlets Cemetery, over the Great Eastern and the London and Blackwall Extension Railways, then over the London and Blackwall Railway, west of its Limehouse Station, across the Thames by a Bridge with one span of 750 feet and 130 feet above Trinity High Water level to Cuckold's Point, thence over and across the Commercial Docks near their swing bridge to a junction near the Old Kent Road with the line between Brixton and London Bridge of the London, Brighton, and South Coast Railway Company, authorised in 1862 and 1863.

The remainder of the "Main Outer Circle" from the Old Kent Road to Wandsworth will be supplied by the line last mentioned, and the existing London, Chatham, and Dover Railway between Brixton and Wandsworth Road.

The "Main Outer Circle" will have the following connecting Branches, viz.:—

Nos. 2, 3, and 4, from No. 1 to the West London Railway at Battersea:

Nos. 5 and 6A, from No. 1 to the Main Inner Circle No. 32 at South Kensington:

Nos. 7, 8, and 9, from No. 6 to the West London Extension Railway:

No. 11, from No. 10 to the Hammersmith and City Junction Railway at Ladbroke Road:

No. 12, from No. 10 to the Great Western Railway, near Portobello Bridge:

Nos. 13 and 14, from No. 10, to the London and North Western Railway, at and also to the westward of Kilburn Station:

Nos. 15, 16, and 18, from No. 10 to the authorised Extension to London of the Midland Railway between Kilburn and Hampstead:

Nos. 17 and 19, from No. 10 to the Finchley Road and the Kentish Town Stations of the Hampstead Junction Railway:

Nos. 20 and 21, from No. 10 to the Seven Sisters Station of the Great Northern Railway:

No. 21A, from No. 10 to a proposed line of the Great Eastern Railway Company near Stamford Hill:

No. 22, from No. 10 to the Stratford Branch of the Great Eastern Railway at Hackney Wick:

No. 23, from Nos. 10 and 25 to the Hackney Wick Station of the North London Railway:

No. 27, from No. 26 to the junction of the Great Eastern and Blackwall Extension Railway at Bow:

No. 28, from No. 25 to the North London Railway at the Limehouse Cut:

Nos. 28 and 29, from No. 26 to the London, Brighton, and South Coast, and The South Eastern Railways at New Cross Station:

The total lengths of the proposed "Main Inner Circle" and "Main Outer Circle" Railways will be 4 miles 69 chains, and 20 miles 3½ chains respectively, and the aggregate length of the proposed branches will be 12 miles 1½ chains.

The Bill provides (ss. 19 and 37) that the Railways and Works numbered 32, 33, and 34, which form the "Main Inner Circle," and those numbered from 1 to 25 both inclusive, which form so much of the "Main Outer Circle," and its branches, as extends from Clapham round the west and north of the Metropolis to the Great Eastern Railway at Bow, shall be the "Immediate Undertaking" of the Company, to be completed within seven years; and the remainder of the Railways and Works, numbered from 26 to 31, both inclusive, may be deferred until 4,000,000 *l.* have been expended on the "Immediate Undertaking," and are then to be completed within such period as the Board of Trade may prescribe.

The capital of the Company will be 6,000,000 *l.* in 20 *l.* shares, which may be issued as preferred and deferred half shares; and 2,000,000 *l.* by loan, which may be borrowed in successive portions, when certain amounts of the share capital have been subscribed for and paid up respectively; and a further sum of 2,000,000 *l.* by loan when the Company have expended 4,000,000 *l.* on their undertaking. The 6,000,000 *l.*, and the first-mentioned 2,000,000 *l.*, are to be devoted to the construction of the Main Inner Circle (Nos. 32, 33, and 34), and the parts of the Main Outer Circle, and its branches between Clapham and Bow (Nos. 1 to 25); and the further sum of 2,000,000 *l.* is to be devoted to the construction of the remaining parts of the Main Outer Circle and its branches, from Bow, across the Thames, to New Cross (Nos. 26 to 31).

The Company, and all others using their Railways, are to be empowered to run over the lines of the London, Brighton, and South Coast, and the London, Chatham, and Dover Railway Companies, between the Old Kent Road and the Wandsworth Road; and over the West London Extension Railway between Battersea and Earl's Court, Brompton.

The Company are to be authorised to contract with the Metropolitan Railway Company for the working of their respective undertakings; and with any Railway Companies having termini within the Metropolis, constructed or authorised, with respect to the working and traffic of the Railways proposed in this Bill.

Observations.

Section 1. The exception of "Clause 92 of the said Act of 1860" is erroneous. It is perhaps intended to except Clause 92 of the Lands Clauses Consolidation Act, 1845, which provides that no party shall be required to sell a part only of a house or other building, or manufactory. This departure from the general law would, my Lords think, be objectionable in policy, and without any precedent.

Section 7. It seems a question whether "expenditure," in lines 23 and 28 of page 8, is not used erroneously for "payment up."

Section 10. The grounds of the proposed relaxation in this case of the general prohibition against payment of interest on calls paid up, seem to require careful investigation. At the same time it may be observed, that if a Company abstain from making calls on shares, and accept payments in advance of calls, shareholders making such advances may receive interest on the sums so paid in advance. This mode of enabling shareholders to receive, during the construction of the Railway, interest on sums paid in respect of shares, appears to be not unfrequently pursued in practice.

Section 20. Reference may be made to the observations on a power such as this, under the head "Deviations from Levels and Gradients," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20. It is to be observed, that a large portion of the "Main Outer Circle" is proposed to be constructed above the surface of the ground, and in comparatively rural districts; and that the word "streets," as used in this clause to describe the places in which deviations from levels and gradients may be made, is to have (by Section 2) the meaning attached to it in "The Metropolis Local Management Act, 1855," and will consequently include any highway not being a turnpike road.

Section 36. The first-mentioned period of *five* years in this clause (in the third line) would seem to be a mistake for *three* years.

Section 37 provides that the Railways which are to constitute the "Immediate

Undertaking," shall be completed within seven years, and that the rest of the Undertaking, *i. e.* between Bow and New Cross, with the Eastern Bridge over the Thames, shall be completed " within such period as the Board of Trade may prescribe."

Section 39 provides the usual deposit security for the completion of the "Immediate Undertaking" within the seven years; but the Bill makes no provision for securing the completion of the portion between Bow and New Cross within such period as may be prescribed by the Board of Trade, pursuant to Section 37.

The discretion, which it is proposed in Section 37 to give to the Board of Trade, is such as that Board might find it scarcely practicable to exercise with effect; and it may deserve consideration whether, as a limit of time (viz., five years) is to be fixed by Section 36 for the exercise of compulsory powers for the portion of the undertaking between Bow and New Cross, a time might not also be limited by the Bill (say eight years from the passing of the Bill) for the completion of that portion of the undertaking.

The limitations of rates, &c., contained in Sections 42–45, appear to be intended to apply to the "Main Outer Circle" only. On the other hand, Section 46, relating to passengers' luggage, should apply to both the "Inner Main Circle" and the "Outer Main Circle." These points do not appear to be at present expressed in the Bill with sufficient clearness.

Section 52. Reference may be made to the observations on "Running Powers" in the above-mentioned General Report of the Board of Trade, page 19.

Interference with Tidal Waters.

My Lords have to observe that interference with the tidal waters of the River Thames, in its present state, is proposed by this scheme in the following instances, viz.:—

Railway No. 1 crosses the Thames between Cheyne Walk and Battersea Park, by a bridge of five arches of 150 feet span each, and 19 feet headway, above Trinity high water-mark.

Railway No. 26 crosses the Thames about 170 yards above Limehouse Dock, by an arch of one span of 750 feet, and 130 feet headway in the centre, and 125 feet at the abutments, above Trinity high water-mark.

Railway No. 32. The limits of deviation extend below the present high water-mark of the River Thames, at the northern side of the western end of Westminster Bridge.

Railway No. 33 runs along the north foreshore of the Thames, within the line of the river wall of the embankment authorised by "The Thames Embankment Act, 1862," from the western end of Westminster Bridge, to the northern end of Blackfriars Bridge.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1864.

James Booth.

[*Metropolitan District Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—XIX. *Under* 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Metropolitan Grand Union Railway Bill.

THIS Bill is to incorporate "The Grand Union Metropolitan Railway Company," with a capital of 4,000,000 *l.*, in 20 *l.* shares, and 1,330,000 *l.* by loan, for making the following Railways and Works, viz.:— Objects.

No. 1, length 7 miles 30¾ chains, from a junction with the West London Railway on its west side, between the Uxbridge and the Hammersmith roads, crossing under the Hammersmith-road and the West London Extension Railway, then eastward by the north of Earl's Court, Old Brompton, and Pelham-crescent, under the Fulham-road, and Sloane-square, by the north of Victoria Station and of Victoria-street, under the Broad Sanctuary and Bridge-street, to the Thames Embankment (north side), thence under the roadway of the Embankment, to near Blackfriars, under a portion of the intended new street, then in a line a little north of Upper and Lower Thames-streets, under the authorised Cannon-street Terminus, crossing under King William-street, by the north of the Monument and the north-west side of Trinity-square, passing under the London and Blackwall Railway near America-square, and terminating by a junction with that Railway on the north side at Christian-street, St. George-in-the-East.

No. 2, length 1 mile 11¾ chains, from a junction with No. 1 near Trinity-square, northward, crossing under Minories and Aldgate, passing at the north of the St. Katherine Dock Company's Depôt, then westward, crossing under Bishopsgate-street Without, crossing under the North London Railway (City Branch), and Finsbury Pavement, at the north of Finsbury Circus, to a junction with the Metropolitan Railway Extension to Finsbury at its north side, at Milton-street.

No. 6, length 2 miles 58 chains, to be connected with Nos. 1 and 2 near Trinity-square, and of which the northern portion runs northward in a line parallel to No 2, then crossing under Union-street and Bishopsgate-street Without, near their junction, terminates by a junction with the North London Railway (City Branch) at its west side, near Bateman's-row; and the southern portion runs southward along Great Tower-hill, crossing the River Thames by a bridge of one arch, 820 feet span, and 100 feet above Trinity high water level, for which a pontage toll is to be chargeable, then south-eastward along the side of the London and Greenwich Line of the South Eastern Railway to a junction with that Line in Bermondsey, east of Spa Road Station.

Nos. 5 and 17 to connect No. 1 by tunnels with the London, Chatham, and Dover, and the London, Brighton, and South Coast Railways, in the Victoria Station, Pimlico;

No. 7 to connect No. 6 with the London, Brighton, and South Coast Railway in Bermondsey, east of Spa Road Station;

Nos. 8 and 9 to connect No. 6, near Trinity Square, with No. 1, at its eastern termination at Christian-street;

No. 10 to connect No. 6 with the Haydon Square Branch of the London and North Western Railway;

Nos. 11, 12, 13 and 14, lines running parallel to Nos. 2 and 6, between Aldgate and Bishopsgate, to form additional connexions between those lines;

No. 15, from No. 6, at Bishopsgate, to a point at Worship-street, where it may join the proposed Great Eastern Railway Extension to Wormwood-street;

No. 16, to connect No. 6 with the North London Railway (City Branch) on its east side.

The aggregate length of the proposed Railway is 15 miles 75 chains.

The Bill also empowers the Company to form a new street from Aldgate High-street, near the north-east side of Houndsditch, to Bishopsgate-street Without, at Artillery Lane, at which new street it is proposed to construct portions of the Railways Nos. 2, 6, 11, 12, 13 and 14.

The Company on the one hand, and the Great Western, the Great Eastern, the London, Brighton, and South Coast, the South Eastern, the London and South Western, the London and North Western, the London, Chatham, and Dover, the Metropolitan, the London and Blackwall, the North London, the Great Northern, and the Midland Railway Companies on the other hand, are to be required to afford each other traffic facilities; and the Company may contract with any of those 12 Companies with respect to the working, use, traffic, and receipts of the intended Railways.

Observations.

Sections 19 and 20. The periods of *five* years and *seven* years here allowed for compulsory purchase and for completion, exceed those usually allowed, viz., *three* years and *five* years.

Section 22. After words "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 23 (at the end). This general power of stopping up permanently highways, &c., which are not specified in the Bill, seems to be inconsistent with the 16th section of the Lands Clauses Consolidation Act, 1845, and with the practice of Parliament.

Section 24. It is to be observed that the proposed powers to deviate laterally and vertically exceed the limits allowed by the Railways Clauses Consolidation Act, 1845, sections 11 to 15; and in the case of extensive works to be executed chiefly in streets or in lands "continually built upon," within those clauses, such powers might seriously affect the owners of property along the intended Railways. A power to deviate *underground* portions of the line to accommodate it to sewers and other existing works, would be more in accordance with the practice of Parliament in like cases. *See* Observations on "Deviations in Levels and Gradients," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 35. The proposed *three* shillings charge for parcels between 56 lbs. and 112 lbs., does not seem to be proportionate to those for less and greater weights.

Interference with Tidal Waters.

My Lords have to observe that interference with the tidal waters of the River Thames, in its present state, is proposed by this scheme in the following instances, viz.:—

Railway No. 1 passes, by a tunnel, along the northern foreshore of the River Thames, from Westminster Bridge to Blackfriars Bridge, within the line of river wall of the embankment authorised by "The Thames Embankment Act, 1862," and the limits of deviation extend into the river beyond the line of river wall.

Railway

Railway No. 2 crosses the River Thames from Tower Dock, on the north, to near Stoney Lane, on the south, by a bridge of one arch of 820 feet span, and 100 feet above the level of Trinity high-water mark.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

In clause 22, after the words "provisions of this Act," the words "and the Acts incorporated herewith" should be added.

Board of Trade,
February 1864.

James Booth.

[*Metropolitan Grand Union Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1.—*Metropolitan Railway* (*Additional Powers*) *Bill.*

2.—*Metropolitan Railway* (*Notting Hill and Brompton Extension*) *Bill.*

3.—*Metropolitan Railway* (*Trinity-square Extension*) *Bill.*

1.—*Metropolitan Railway* (*Additional Powers*) *Bill.*

THIS Bill proposes to empower the Metropolitan Railway Company— Objects.

To make a Railway, length 15 chains, near King's Cross, to connect their main line with a proposed Branch from the authorised Extension to London of the Midland Railway; to alter portions of the existing connections with the Great Northern Railway; and to widen the line of the Company at the westward of the Edgware-road Station:

To exercise for extended periods of three years the powers of taking land for, and of completing the Railways authorised by the Company's "Finsbury Circus Extension Act, 1861," and another Act of 1861:

To contract with the Midland Railway Company with respect to the passage of the traffic of the latter Company:

To raise 450,000 *l.* by new ordinary or preference capital, and 150,000 *l.* by mortgage or debenture stock.

The Bill proposes to change the security for the completion of the Extension to Finsbury Circus from a deposit of 32,000 *l.*, liable to forfeiture, to a penalty of 50 *l.* per day.

Section 17 proposes to make applicable to offences against certain classes of bye-laws of the Company certain proceedings and penalties under the "Railways Clauses Consolidation Act, 1845," sections 140-160, which seem to be at present applicable only to offences against that Act, or against a Railway Company's Special Acts, *e.g.*, the levying by distress the amount of damage to the Company's property by an offender, to be assessed by the Justices who convict such offender; and authority to the Company's officers to detain an offender whose name and address are not known to them. Observations.

Such assimilation of the remedies for infractions of provisions in a Railway Company's bye-laws, sanctioned by the prescribed authority, to those for infractions of provisions in their Acts, would not, perhaps, be undeserving of adoption by the Legislature as an amendment of the general law; but it appears questionable whether the public should be subjected by the Special Acts of individual Railway Companies to liabilities beyond those of the general law for the time being.

The proviso in Section 17 seems to have for its object to authorise the Company's officers to detain an offender against their Acts, or against certain classes

of their bye-laws, who is not known to the officers, until the name and address given by him can reasonably be ascertained to be correct.

The above observation on Section 17 appears to be applicable to this proviso also.

2.—*Metropolitan Railway (Notting Hill and Brompton Extension) Bill.*

Objects.

THIS Bill is to empower the Metropolitan Railway Company—

To make an Extension, length 1 mile 7½ chains, from the authorised western termination of their Railway near the Great Western Hotel, Paddington, passing near the south side of Moscow-road, Bayswater, under the Uxbridge-road, at the eastern end of Notting Hill High-street, to a point at Kensington-place, Notting Hill, near and to the south-west of the junction of High-street and Silver-street; and a further Extension, length 1 mile 43 chains, from that point passing near and by the west side of Church-lane, under High-street, Kensington, near the north-west angle of Kensington-square and the junction of Gloucester-road and Cromwell-road, to a point at Alfred-place West, Thurloe-square, near the South Kensington Museum, to be completed within five years; and also a Road out of the Cromwell-road, opposite Exhibition-road, to Alfred-place West.

To raise, for these purposes 1,200,000 *l.* by new shares, which may be issued as a separate capital charged on the profits of these Extensions, and 400,000 *l.* by loan.

Observation.

Section 10. As the Company have a Railway open for traffic, it appears to be a question whether, for this provision for securing the completion of the Extension Railway by retainer of the deposit, there should not be substituted a daily penalty after default.

3.—*Metropolitan Railway (Trinity-square Extension) Bill.*

Objects.

THIS Bill is to empower the Metropolitan Railway Company—

To make a Railway, length 72 chains, from a point in their authorised Finsbury Extension at Little Moorfields, passing under Finsbury Circus and Bishopsgate-street, by the north-east of Houndsditch, under Aldgate and the Minories, to the point where the Blackwall Railway crosses Vine-street, near and to the north-east of Trinity-square, Tower-hill, to be completed within five years:

To raise, for the purposes of such Extension, 700,000 *l.* by new shares, which may be issued as a separate capital charged on the profits of the Extension, and 233,000 *l.* by loan.

Observation.

Section 10. As the Company have a Railway open for traffic, it appears to be a question whether, for this provision for securing the completion of the Extension Railway by retainer of the deposit, there should not be substituted a daily penalty after default.

Board of Trade,
February 1864.

James Booth.

[1. *Metropolitan Railway (Additional Powers) Bill.*]

[2. *Metropolitan Railway (Notting Hill and Brompton Extension) Bill.*]

[3. *Metropolitan Railway (Trinity-square Extension) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Midland Railway (*St. Pancras Branch*) *Bill.*

THIS Bill is to empower the Midland Railway Company— Objects.

To make a Branch, length 1 mile 83 chains, from their authorised Extension to London, near St. Paul's-road, to join at Skinner's-place, Euston-road, a Railway to be constructed by the Metropolitan Railway Company from their Main Line near King's Cross, as proposed in the Metropolitan Railway (Additional Powers) Bill of this Session:

Such Branch to be completed within five years:

To contract with the Metropolitan Railway Company for the working of the Company's traffic over the Metropolitan Railway:

To raise 150,000 *l.* by new ordinary or preference stock, and 50,000 *l.* by mortgage.

Section 12. With respect to this power to enter into contracts relative to the working and conveyance of traffic, it is to be observed that the Bill does not incorporate Part III., relative to working agreements, of the Railways Clauses Act, 1863. Observations.

James Booth.

Board of Trade,
February 1864.

[*Midland Railway* (*St. Pancras Branch*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *North London Railway (Additional Powers) Bill.*

2. *North London Railway (Kingsland and Tottenham Line) Bill.*

1. *North London Railway (Additional Powers) Bill.*

THIS Bill is to empower the North London Railway Company— Objects.

To make a new dock at their terminus near the West India Docks, and to take tolls for such dock, and for their existing dock there:

To widen their Railway where it passes over the Blackwall Railway at Poplar:

To take additional lands at Bishopsgate:

To grant building leases of superfluous lands, before the sale of such lands:

To raise 50,000 *l.* by ordinary or preference shares, of which the London and North Western Railway Company are to be enabled to take their proportionate share out of their existing funds, or by new capital:

To raise 16,600 *l.* by mortgage:

The Bill declares that claims for compensation by yearly tenants shall be settled by justices, under the 121st section of "The Lands Clauses Consolidation Act, 1845," and that all future mortgages granted by the Company shall rank *pari passu*.

Section 7. It seems to be a question whether the places where the works authorised by the Bill will be situate, though mentioned in the Preamble, are described in the enacting part of this Bill as fully as the practice of Parliament requires. Observations.

No time is limited by the Bill for the completion of the works.

2. *North London Railway (Kingsland and Tottenham Line) Bill.*

THIS Bill is to empower the North London Railway Company—

To make a Railway, length 3 miles 19½ chains, from the southern end of the eastern fork at Kingsland, of their authorised City Branch, passing over the Company's Main Line, and then northwards under the eastern part of Clapton Common, and under the authorised line of the Tottenham and Hampstead Junction Railway to Tottenham Objects.

Tottenham High Cross; with connecting Branches, lengths 24¼ chains, and 15¼ chains, to the Company's Main Line at Kingsland, and to the Tottenham and Hampstead Junction Railway, near its authorised junction with the Cambridge Line of the Great Eastern Railway: to be completed within five years:

To raise 200,000 *l.* by new, ordinary, or preference shares, of which the London and North Western Railway Company are to be enabled to take their proportionate share out of their existing funds, or by new capital:

To raise 66,000 *l.* by mortgage.

The Bill declares that all future mortgages granted by the Company shall rank *pari passu*.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *North London Railway (Additional Powers) Bill.*]
[2. *North London Railway (Kingsland and Tottenham Line) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Oxford Street and City Railway Bill.

Objects.

THIS Bill recites that "in certain parts of London pneumatic tubes have been laid down, and parcels, despatches, and messages are thereby conveyed with great regularity and expedition; and it is believed that the same principle, or some other adaptation of atmospheric air as a power, can be applied with great advantage to the purposes" of the proposed underground railway; and it incorporates "The Oxford Street and City Railway Company" with a capital of 600,000 *l.* in 10 *l.* shares, and 200,000 *l.* by loan, for making a Railway, length 2 miles 32¼ chains, from the junction of Edgware-road and Oxford-street, along and under Oxford-street, New Oxford-street, High Holborn, Greville-street, and Charles-street, to a point at or near the Farringdon-street Station of the Metropolitan Railway; to be completed within five years.

Observations.

The preamble of this Bill seems to contemplate the use of atmospheric air only, as a motive power for the purposes of the intended Railway. It is to be observed, however, that the enacting part of the Bill does not prescribe the use of that, or preclude the use of any other motive power. The absence of restriction might, if the Railway be sanctioned, prove convenient, in case, after the construction of the Railway, it should be found desirable to give up the principle of atmospheric propulsion. But it may deserve consideration whether, if the proposed works be sanctioned, some security should not be provided for defraying the expense of their removal, in the event of the intended experiment in the conveyance of passenger traffic not succeeding, and of the works proving unavailable for any useful purpose.

Section 33. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

The Bill limits the maximum rates of charge for passengers only. If parcels may be conveyed by the passenger trains, as is probably intended, it would be in accordance with the practice of Parliament to fix a graduated scale of maximum charges for packages under 500 lbs. in weight.

Board of Trade,
February, 1864.

James Booth.

[*Oxford-street and City Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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Tottenham and Farringdon-street Railway Bill.

Objects.

THIS Bill is to incorporate "The Tottenham and Farringdon street Railway Company," with a capital of 1,000,000 *l.* in 10 *l.* shares, and 333,000 *l.* by loan, for making a Railway, length five miles 43 chains, from a Junction with the Cambridge Line of the Great Eastern Railway near Tottenham at the southern end of its bridge over the River Lea, south of Tottenham Station, passing under Clapton Common, and by the north and west of Abney Park Cemetery, along and under a considerable portion of the New River, under the North London Railway, near and at the west of its Newington-road Station, under the City-road at its Junction with Goswell-road, under the eastern end of Clerkenwell Green, and under Skinner-street, to a Junction with the London, Chatham, and Dover Railway at the north side of Ludgate-hill; to be completed within five years.

The Company may take lands of the New River Company, and procure for that Company other lands for the necessary alterations in their works.

The Great Eastern Railway Company may subscribe for shares to the amount of 333,000 *l.*, and may raise that sum by new shares in their own undertaking.

The new Company may contract with the Great Eastern, the Metropolitan and the London, Chatham, and Dover Railway Companies, or any of them, with respect to the working and traffic of the intended Railway.

Observations.

Section 1. The part of the Railways Clauses Act, 1863, which relates to working agreements is Part III., not Part II., which is here mentioned.

Section 21. *See* the observations on "Deviations from Levels and Gradients" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

James Booth.

Board of Trade,
February 1864.

RAILWAY AND CANAL, &c. BILLS.

[*Tottenham and Farringdon-street Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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Tottenham and Hampstead Junction Railway (Extension to Charing Cross) Bill.

THIS Bill is to empower the Tottenham and Hampstead Junction Railway Company to make the following new Railways, viz:— Objects.

(1.) Length 2 miles 57½ chains, from a point near St. John's Church, Holloway-road, in the Company's authorised line from Tottenham to Hampstead, passing south westward, under the Midland Railway Extension to London, near the Kentish Town-road, then southward along the east side of that road, of High-street, Camden-town, of Upper Seymour-street, and of Church-way, St. Pancras, to a point under the Euston-road.

(2.) Length 1 mile 46½ chains, from that point crossing under the Euston-road and over the Metropolitan Railway, by the east of Tavistock-square, and Russell-square, and Southampton-row, crossing under High Holborn, by the west of Lincoln's-Inn-Fields, crossing under the Strand and Wellington-street at their junction, and then westward by the south of Adelphi-terrace, to the south-western end of Villiers-street; with (10) a Branch, length 14 chains, to the Charing Cross Railway at the north end of its Hungerford Bridge over the Thames.

(3.) (4.) and (5.) Lengths 17½, 27¾, and 33½ chains. Branches to connect (1) with the authorised Midland Railway Extension to London at Kentish-town.

(6.) Length 30 chains, a branch south-eastward from the Company's authorised line at the north of Stamford-hill to the Cambridge line of the Great Eastern Railway where it crosses the River Lea.

(7.) Length 27½ chains; a branch from (1) to the London and North-Western Railway, near the north end of the Euston Station.

(8.) and (9.) Lengths 31½ and 31½ chains; branches from (1) and (2) westward through the northern and southern sections of Euston-square to the Gower-street Station of the Metropolitan Railway.

The Railways to be completed within five years.

The Company are also to be empowered to raise further sums of 2,000,000*l.* by new ordinary shares, and 666,600*l.* by loan, and to contract with the Great Eastern Railway Company with respect to the working and traffic of the proposed Railways.

The Bill provides that the Metropolitan Board of Works may construct the new streets from the roadway of the Thames Embankment at Hungerford Bridge to Wellington-street, and to Whitehall-place, authorised by "The Thames Embankment Act, 1862," in the lines shown on the plans deposited for this Bill, instead of in the lines already authorised, in order that the Company may be enabled to provide more commodious station accommodation at their terminus near Charing Cross; and that Board and the Company are to be authorised to make arrangements with respect to the construction of such new streets and otherwise in relation thereto.

Observations.

Section 9. After the words "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith."

Interference with Tidal Waters.

My Lords have to observe that interference with the tidal waters of the River Thames, in its present state, is proposed by this scheme in the following instances, viz:—

Railway No. 2, from about 1⅜ mile from the commencement, to its terminus, skirts the northern shore of the river Thames, and the limits of deviation extend into the river.

Railway No. 10 crosses a portion of the northern foreshore of the river Thames, and the limits of deviation extend a short distance into the river beyond the river wall of the embankment authorised by "The Thames Embankment Act, 1862." The new Roadway, and its Branch, from Wellington-street to the northern end of the Charing Cross Railway Bridge, are proposed to run along the foreshore of the River Thames within the river wall of the embankment.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I, "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

In Clause 9, after the words "provisions of this Act," the words "and the Acts incorporated herewith," should be added.

Board of Trade,
February 1864.

James Booth.

[*Tottenham and Hampstead Junction Railway (Extension to Charing Cross) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Victoria Station and Thames Embankment Railway Bill.

THIS Bill recites that the principle of pneumatic tubes, by which parcels are conveyed in parts of the Metropolis, can be applied to the public in the case of underground Railways; and it incorporates "The Victoria Station and Thames Embankment Railway Company," with a capital of 300,000 *l.* in 10 *l.* shares, and 99,000 *l.* by loan, for making Railways, (1) length 1 mile, from a point in the Wilton Road, in front of the Victoria Station, along and under Victoria-street, the Broad Sanctuary, and New Palace Yard, to a point at the northern side of the western end of Westminster Bridge; and (2), length 1 mile 16 chains, from that point along and under the Thames Embankment (north side) to the western side of the northern end of Blackfriars Bridge; to be completed within five years. Objects.

The title and preamble of this Bill mention that the formation of an Underground Pneumatic Railway is to be authorised. It is to be observed, however, that the enacting part of the Bill does not prescribe the adoption of that mode, or preclude the adoption of any other mode of propulsion. This absence of restriction might prove convenient, in case, after the construction of the Railway, it should be found desirable to give up the principle of pneumatic propulsion. Observations.

But it may deserve consideration whether, if the proposed works be sanctioned, some security should not be provided for defraying the expense of their removal, in the event of the intended experiment in the conveyance of passenger traffic not succeeding, and of the works proving not available for any useful purpose.

Section 35. The quantity of luggage now usually allowed in Railway Acts, to first-class passengers, is 120 lbs., not 112 lbs. only.

The Bill limits the maximum rates of charge for passengers only. If parcels may be conveyed by the passenger trains, as is probably intended, it would be in accordance with the practice of Parliament to fix a graduated scale of charges for packages under 500 lbs. in weight.

It is to be observed, that the conveyance of heavy goods, though no rates are limited, is not precluded by the Bill.

Interference with Tidal Waters.

My Lords have to observe, that interference with the tidal waters of the River Thames, in its present state, is proposed by this scheme in the following instances, viz:—

Railway No. 1 terminates on the Northern foreshore of the River Thames, near Westminster Bridge.

Railway No. 2, in continuation of No. 1, runs along the Northern foreshore of the Thames to Blackfriars Bridge, and within the line of River Wall of the Embankment authorised by "The Thames Embankment Act, 1862."

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Victoria Station and Thames Embankment Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, Docks, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—XXVII.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Walthamstow, Clapton, and City Railway Bill.

Objects.

THIS Bill is to incorporate "The Walthamstow, Clapton, and City Railway Company" with a capital of 200,000 *l.* in 10 *l.* shares, and 66,000 *l.* by loan, for making, (1) a Railway, length 3 miles 56 chains, commencing by a junction with the authorised North London Railway, City Branch, near its northern end, at the Kingsland-road, passing by Shacklewell, and under the road between Upper and Lower Clapton, over the River Lea, and the Cambridge Line of the Great Eastern Railway, to the junction of Hoe-street and Marsh-street, Walthamstow; and, (2) a Railway, length 1 mile 70¾ chains from the termination of (1) to a point between Hale End and Woodford Row; to be completed within three years.

The Company are to have running powers over the Railways of the North London Railway Company, not interfering with their local traffic; and are to be authorised to contract with that Company with respect to the working and traffic of the intended Railways.

Observations.

Section 1. The Bill does not incorporate Part I. Construction of a Railway, or Part III. Working Agreements, of "The Railways Clauses Act, 1863." Such incorporation might be properly substituted for sections 19, 23–26, and 41–46 of this Bill.

Section 27. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

[*Walthamstow, Clapton, and City Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Aberystwith and Welsh Coast Railway Bill.

THIS Bill is to empower the Aberystwith and Welsh Coast Railway Company— Objects.

To take certain lands, embankments, and watercourses in the parish of Llanfihangel Geneur Glyn, in the county of Cardigan, east of the River Lerry, and north of the River Dovey Embankment;

To make certain level crossings of roads by the lines authorised in 1861;

To complete the Railway from Aberystwith to Penmochno, south of the River Dovey, before those north of that River to Towyn and Barmouth, notwithstand the prohibition in the Company's Act of 1861;

To erect and occupy or lease hotels at any of the Company's stations;

To raise for the purpose of hotels sums of 100,000 *l.* by ordinary or preferential shares, and 33,000 *l.* by loan; and for the general purposes of the Company, further sums of 330,000 *l.* by ordinary or preferential shares, and 110,000 *l.* by loan.

The Oswestry and Newtown and the Llanidloes and Newtown Railway Companies are to be respectively authorised to subscribe further sums of 65,000 *l.* and 40,000 *l.* to the Company's capital, and to raise those sums by new ordinary or preferential shares or stock, or by borrowing.

Section 10. It seems to be a question whether the proposed power to erect *hotels* at *any* of the stations on the Company's Railway, and not at places specified in the Bill only, does not go beyond what is usually sanctioned by Parliament. Observations.

Section 12. With respect to the proposed powers to create preferential capital for hotels and for general purposes, it is to be observed that the Company were authorised to construct five Railways by their Act of 1861, and three other Railways by their Act of 1862, and that No. 5 and a part of No. 1 only of the five Railways are yet opened for traffic.

Section 15. The proposed power to the subscribing Companies to raise all or any part of their subscription by *borrowing*, seems to be at variance with the principle and practice of Parliament.

Board of Trade,
February 1864.

James Booth.

[*Aberystwith and Welsh Coast Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Alford and Mablethorpe Railway Bill.*
2. *Alton, Alresford, and Winchester Railway Bill.*

1. *Alford and Mablethorpe Railway Bill.*

THIS Bill is to incorporate "The Alford and Mablethorpe Railway Company," with a capital of 60,000 *l.*, in 10 *l.* shares, and 20,000 *l.* by loan, for making a Railway, length 8 miles 5 chains, from a junction with the East Lincolnshire Line, on lease to the Great Northern Railway Company, at Alford Station, to a point near the sea beach, near "Gibraltar," in the parish of Mablethorpe Saint Mary; to be completed within five years. Objects.

The Company are to be authorised to contract with the Great Northern Railway Company with respect to the use, working, and traffic of the intended Railway.

No observation is necessary.

2. *Alton, Alresford, and Winchester Railway Bill.*

BY this Bill it is proposed to change the name of the Alton, Alresford, and Winchester Railway Company, as from 1st January 1865, to "The Mid-Hants Railway Company." Object.

The Company are to be authorised,—

To make new Railways, called the Mid-Hants Lines, viz.:—

(A), length 16 miles 49 chains, from a junction at Ropley with the Company's Line from Alton to Alresford, authorised in 1861, passing southward by Corhampton, to a junction with the Bishopstoke and Gosport Branch of the London and South Western Railway, north of Fareham:

(B), length 4 miles 54 chains, from a junction with (A) at Meonstoke, to a junction with the Bishop's Waltham Railway, at Bishop's Waltham:

To be completed within five years:

To raise for the purposes of their authorised lines, called "The Alton Lines," further sums of 25,000 *l.*, by new ordinary or preference shares, and 8,300 *l.* by loan:

To raise for the purposes of the Mid-Hants Lines sums of 220,000 *l.* in 10 *l.* shares, and 73,000 *l.* by loan, which are to form a separate capital from that of the Alton Lines:

To contract with the London and South Western Railway Company with respect to the management, interchange, and conveyance of traffic on their respective Railways:

To lease the Alton Lines Undertaking, authorised in 1861, to the London and South Western Railway Company.

Section 2. With respect to the incorporation of Part III. of the Companies Clauses Act, 1863, it is to be observed that this Bill does not expressly authorise the creation of debenture stock. Observations.

Section 9. After "subject to the provisions of this Act," should be added "and of the Acts and parts of Acts incorporated herewith."

Section 12. In this clause authorising level crossings, there should be added a reservation of the provisions of Part I. of the Railways Clauses Act, 1863.

Sections 14 and 15. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 44. Reference may be made to the observations on "Amalgamation, Sale and Lease," including those on "Notice of Transfer" in the above-mentioned General Report, pages 18 and 19.

The consent of a special meeting of the London and South Western Railway Company to the terms of a lease of the Alton Lines is not provided for.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Alford and Mablethorpe Railway Bill.*]
[2. *Alton, Alresford, and Winchester Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of SESSION 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Anglesey Central Railway Bill.

THIS Bill is to authorise the Anglesey Central Railway Company to make a deviation, length 3 miles 56½ chains, between points distant one mile, and five miles one furlong respectively, from the commencement of their Railway, authorised in 1863; to be completed within the time limited for the completion of that Railway. Objects.

Section 6. Reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20. Observations.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Anglesey Central Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Aylesbury and Buckingham Railway Bill.

THIS Bill is to empower the Aylesbury and Buckingham Railway Company— Objects.

To raise additional sums of 12,000 *l.* by new ordinary 25 *l.* shares, and 4,000 *l.* by loan;

To shut up an existing level crossing on their line in the parish of Aylesbury, and to substitute a foot-bridge;

To contract with the Wycombe Railway Company with respect to the working, use, and traffic of their respective Railways;

To use steam-power over a portion of the Company's authorised line, near its junction with the Aylesbury Branch of the London and North Western Railway, notwithstanding the prohibition in this Company's Act of 1860.

Section 7. It seems to be a question whether the power of cancelling shares, referred to in this clause, is given as distinctly as the practice of Parliament requires, when such power is to be conferred. If the power is to extend to shares in the Company's original capital, it might be proper to insert in the Bill a statement of the amount of "unissued shares" in such capital. Observations.

Section 16. It is to be observed that the prohibition against the use of steam-power over the portion of Railway here referred to was inserted in this Company's Act of 1860 (c. 192), in accordance with the Report of the Select Committee on the Bill for that Act, and as a condition of the permission then given to the crossing by that portion of Railway of a turnpike road on the level.

Board of Trade,
February 1864.

James Booth.

[*Aylesbury and Buckingham Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Bedford and Cambridge Railway Bill.

Objects.

THE object of this Bill appears to be to authorise the Bedford and Cambridge Railway Company to raise a further sum of 50,000 *l.* by new shares, to be entitled to certain payments stipulated for by the 16th article of an Agreement between the Company and the London and North-Western Railway Company, annexed to "The Bedford and Cambridge Railway Act, 1860," as though such new shares were a part of the share capital authorised by that Act, or to have attached to them a priority of payment at a rate not exceeding 6 per cent. per annum out of the fund created in pursuance of the 15th article of the said Agreement.

Observations.

Section 1. It appears, on reference to the Agreement of 3 May 1860 mentioned, that the alternatives stated in this clause are, first, payments stipulated for in respect of shares by the 16th article of the Agreement, i. e., a dividend at the rate of 4½ per cent. per annum, with a contingent further dividend; and second, a *priority* of payment at a rate not exceeding *six* per cent. The adoption of either alternative appears to involve a change in the Agreement.

It seems to be a question whether the *priority* referred to in the second alternative should not be more clearly defined, in order that it may appear what payments may be postponed to that to which priority may be given, and whether such postponement would be in accordance with the practice of Parliament.

It may also be observed that it does not appear with whom will rest the choice between the two alternatives, in the event of difference respecting them between the two Companies.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bedford and Cambridge Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Belfast and Northern Counties Railway Bill.*
2. *Belfast, Ballymoney and Ballycastle Junction Railway Bill.*

1. *Belfast and Northern Counties Railway Bill.*

Objects.

THIS Bill is to empower the Belfast and Northern Counties Railway Company—

To make a Branch Railway, or Tramway, length 34 chains, from a Junction with their main line, at its Portrush Station, to the western end of the Pier of the Portrush Harbour Company; to be completed within five years:

To retain superfluous lands in certain places for an extended period:

To subscribe 12,500 *l.* to the capital of the Belfast, Ballymoney and Ballycastle Railway Company, proposed to be incorporated by a Bill of this Session, or to guarantee interest on the capital of that Company:

To raise for the general purposes of the Company's Acts further sums of 100,000 *l.* on new ordinary or preference capital, and 33,000 *l.* by loan.

The Bill further provides that the Undertakings of the Carrickfergus and Larne, and the Londonderry and Coleraine Railway Companies respectively, may be transferred or leased at any time hereafter to the Belfast and Northern Counties Railway Company, and that the latter Company may raise the sums necessary for any such transfer by new ordinary or preference shares or stock.

Observations.

Section 15. The Bill does not limit, as is usual in such cases, the rate of interest which the Company may guarantee upon the capital of the proposed Company.

Section 17. Reference may be made to the Observations on "Amalgamation, Sale and Loan," including those on "Notice of Transfer," in the General Report of Trade on the Railway Bills of this Session, pages 18 and 19.

Interference with Tidal Waters.

My Lords have to observe, that interference with tidal waters is proposed by this scheme, in the following instance, viz.:—

> The Railway or Tramway runs round the eastern and northern side of the Harbour of Portrush, crossing in its course the entrance to the Boat-harbour. This latter crossing raises the question whether access for vessels should not be provided for by an opening bridge; which would be the more important in case of the future construction of a dock or quay.

The interference above mentioned renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

2. *Belfast, Ballymoney and Ballycastle Junction Railway Bill.*

Objects.

This Bill is to incorporate "The Belfast, Ballymoney and Ballycastle Railway Company," with a capital of 98,000 *l.*, in 20 *l.* shares, and 32,600 *l.* by loan, for making a Railway, length 15 miles, 37 chains, from a Junction with the Belfast and Northern Counties Railway near and to the north of Ballymoney, to a point in the parish of Ramoan, near Ballycastle, in the county of Antrim, to be completed within five years.

The Company are to be authorized to charge six per cent. interest for calls in arrear:

To create five per cent. debenture stock:

To contract with the Belfast and Northern Counties Railway Company with respect to the use and working of the intended Railway and the interchange of traffic.

The Bill refers to the Belfast and Northern Counties Railway Bill of this Session, by which it is proposed to authorise that Company to subscribe to the capital of the new Company.

Observations.

Section 2. The subjects of the incorporated "Parts" of Acts should, for greater certainty, be specified.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL BILLS, &c.

[1. *Belfast and Northern Counties Railway Bill.*]

[2. *Belfast, Ballymoney and Ballycastle Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Blackpool and Fleetwood Railway Bill.*
2. *Blockley and Banbury Railway Bill.*

1. *Blackpool and Fleetwood Railway Bill.*

Objects.

THIS Bill is to incorporate "The Blackpool and Fleetwood Railway Company," with a capital of 80,000 *l.* in 10 *l.* shares, and 26,600 *l.* by loan, for making Railways—No. 1, length 7 miles 55½ chains, from a point near the Blackpool Station of the Preston and Wyre Railway to the south-west end of West Street, in the town of Fleetwood; No. 2, length 1 mile 15½ chains, to connect No. 1 with the Blackpool and Lytham Railway, at Blackpool; and No. 3, length 23¼ chains, to connect No. 1 with the Preston and Wyre Railway, at Fleetwood; to be completed within five years.

The Company are to be empowered to run over and use all or any portion of the Railways of the Preston and Wyre Railway, Harbour, and Dock Company, and of the Blackpool and Lytham Railway Company, necessary for the purposes of the intended Railways, with station services and through rates to be afforded by those two Companies.

Observations.

Section 37. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

It is usual, and it seems to be desirable, that portions of Railways over which running powers are to be given, should be defined by the termini of such portions, or otherwise more explicitly than by the expression "necessary for the purposes of the said intended Railway," which is used in this clause.

2. *Blockley and Banbury Railway Bill.*

Objects.

THIS Bill is to incorporate "The Blockley and Banbury Railway Company," with a capital of 230,000 *l.* in 10 *l.* shares, and 76,600 *l.* by loan, for making Railways (1), length 19 miles 73 chains, from a junction with the Oxford and Worcestershire Line of the Great Western Railway, at its Blockley Station, to a junction with the Banbury Extension of the Buckinghamshire Railway, in the parish of Middleton Cheney; and (2), length 32 chains, to connect (1) with the Great Western Railway, near and to the south-east of its Banbury Station; to be completed within five years.

The new Company are to be authorised to contract with the London and North Western, and the Great Western Railway Companies, with respect to the working, use, and traffic of the intended Railways.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Blackpool and Fleetwood Railway Bill.*]
[2. *Blockley and Banbury Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Blyth and Tyne Railway (Additional Powers) Bill.*

2. *Blyth and Tyne Railway (New Works) Bill.*

1. *Blyth and Tyne Railway (Additional Powers) Bill.*

THIS Bill is to empower the Blyth and Tyne Railway Company to purchase the lands on which various parts of their Railways have been constructed on grants of wayleave; and, for the purposes of the Bill, to raise 80,000 *l.* by new ordinary or preference shares, and 21,000 *l.* by mortgage. Objects.

No observation is necessary.

2. *Blyth and Tyne Railway (New Works) Bill.*

THIS Bill is to empower the Blyth and Tyne Railway Company—

To make a Railway, length 2 miles 23 chains, from a junction with their Morpeth Branch, south of Bedside Station, to Blyth Links, in the parish of Earsdon, near the mouth of the River Blyth, at which place a dock is proposed to be made by the Blyth Dock Company, to be incorporated by the Blyth Dock Bill of this Session: and a Branch, length 18 chains, to join the Company's main line; to be completed within five years; Objects.

To relinquish the construction of the Blyth Harbour Branch, authorised in 1857, that Harbour not having been made by the Blyth Harbour and Dock Company;

To exercise the powers of compulsory purchase for the Walbottle Branch, the Newbiggen Branch, and the Tynemouth Dock Branch, authorised in 1861, for an extended period of two years from the passing of this Bill: and to exercise the power of executing works for the Warkworth Extension between Hirst and Warkworth Harbour (already extended, in 1861, to 10th August 1865) for a further period of three years from that time; and for the Walbottle and the Newbiggen Branches for three years, and for the Tynemouth Dock Branch for four years from 28th June 1866.

To subscribe for 100,000 *l.* in the capital of the proposed Blyth Dock Company; to guarantee the principal and interest of that Company's authorised mortgage debt; and to contract with that Company with respect to the use of their dock premises, and the interchange of traffic;

To raise 150,000 *l.* by new ordinary or preference shares, and 50,000 *l.* by mortgage.

Observations.

Sections 16, 20, and 23. There seems to be no provision in the Bill, under which the Company can raise money for their subscription (which may amount to 100,000 *l.*) to the Dock Company's capital, except the powers, to raise 150,000 *l.* by new shares in Section 20, and 50,000 *l.* by mortgage in Section 23. If, out of the monies so raiseable, a sum of 100,000 *l.* may be applied for the subscription to the Dock Company, it seems to be requisite, in accordance with principle, and with the practice of Parliament, not to grant borrowing powers in respect of the capital to be created for the purpose of a subscription to the capital of another Company, that the proposed limit of the new borrowing power in Section 23 should be one-third, not of 150,000 *l.* but of 50,000 *l.*

Section 27. The words "and to mortgages granted and money borrowed," near the end of this clause, seem to be inapposite, and should be omitted.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz :—

The limits of deviation extend into the German Ocean for about 170 yards, at the termination of the Railway, about half-a-mile southward of the town of Blyth.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863.

The Bill proposes to incorporate each of these enactments.

James Booth.

Board of Trade,
February 1864.

[1. *Blyth and Tyne Railway (Additional Powers) Bill.*]
[2. *Blyth and Tyne Railway (New Works) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

Under 1 oz.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Bourton-on-the-Water Railway Bill.

THIS Bill is to empower the Bourton-on-the-Water Railway Company,—

To make (1) a Railway, length 1 mile 17½ chains, in the Parish of Cheltenham, from a Junction with the Great Western Railway, to near the north-east end of Sandford Terrace; and (2) a Railway, length 14 miles 36 chains, from the termination of (1) to a Junction with the Company's existing Line, at its termination at Bourton-on-the-Water: to be completed within five years: Objects.

To divert College Road, near its Junction with Sandford Road, at Cheltenham:

To enter into Working and Traffic Arrangements with the Great Western Railway Company:

To raise (either as part of the Company's General Capital, or as a separate Extension Capital) 400,000 *l.* by shares, and 133,000 *l.* by loan:

In Section 18 mention is made of "Preference Shares." It is to be observed, however, that the Bill does not appear to contain, in Section 16 or elsewhere, any such explicit authority to issue Preferential Shares, as the practice of Parliament would seem to require when the creation of preferential capital is sanctioned. Observations.

Section 21. The subjects of the incorporated parts of the Act of 1863 should, for greater certainty, be specified.

James Booth.

Board of Trade,
February 1864.

[*Bourton-on-the-Water Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Brecon and Merthyr Tydfil Junction Railway (No. 1) Bill.

Objects.

THIS Bill is to empower the Brecon and Merthyr Tydvil Railway Company—

To make:

(1.) The Dowlais Road Side Pond Deviation, length 1 mile 16 chains, between points in the Railways thirdly and fourthly authorised by the Company's Act of 1862;

(2.) The Bryn Glas Junction, length 1 mile 5 chains, to connect the Deviation (1) with the Railway sixthly authorised by the Act of 1862;

(3.) The Rhymney Limestone Railway Junction, length 12½ chains, to connect the Deviation (1) with the Limestone Railway of the Rhymney Iron Company;

(4.) The Rising Sun Deviation, length 50 chains, between points in the Rumney Line of the Company, in the parishes of Machen and Bedwas, in the county of Monmouth; to be completed within two years.

To discontinue the use of the Rumney Line between the two last-mentioned points;

To construct within two years "The Merthyr Curve," authorised by the Vale of Neath Railway Act, 1863, notwithstanding the lapse of the Company's option under that Act, the Bill providing that the powers of the Vale of Neath Railway Company in respect thereof shall cease;

To contract with the Hereford, Hay, and Brecon, and the Kington and Eardisley Railway Companies, with respect to the use and working of the lines of those Companies, and the interchange of traffic;

To raise, for the purposes of the Company's separate undertaking, further sums of 11,000 *l.* by shares, and 3,660 *l.* by loan.

The Bill requires the Vale of Neath Railway Company to lay down within one year, narrow gauge rails on their line, between the junction of the Merthyr Curve and their Merthyr Station, so that the same may be connected with the rails of the Merthyr Curve.

Observations.

Section 9. Reference may be made to the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session (page 20).

Section 22. The Bill provides no security for the completion of "The Merthyr Curve," by the Company.

Board of Trade,
February 1864.

James Booth.

[*Brecon and Merthyr Tydfil Junction Railway (No. 1) Bill.*]

FURTHER REPORT of the BOARD of TRADE, on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Brecon and Merthyr Tydfil Junction Railway (No. 2) Bill.

THIS Bill is to empower the Brecon and Merthyr Tydfil Junction Railway Company to make, in connexion with their Rumney Railway, and as part of their "Separate Undertaking"— Objects.

A Railway (No. 1.), length 6 miles 74 chains, from the Company's Caerphilly Branch at Vann, to the Bute Dock Branch of the Rhymney Railway at Cardiff; a Branch therefrom at Vann (No. 2.), length 59 chains, to the Caerphilly Branch of the Rhymney Railway; and the "Caerphilly Junction" (No. 3.), length 2 miles 47½ chains, to connect No. 1, at Vann, with the Main Line of the Rumney Railway: to be completed within five years:

To run over and use the portion of the Rhymney Railway, between the intended Junction of No. 1. with the Bute Dock Branch and Cardiff, and the East Dock Railway of the Marquis of Bute's Trustees, at Cardiff:

To contract with the Rhymney Railway Company and with the Marquis of Bute's Trustees, or either of them, with respect to the use and working by the Brecon Company of all or any of the Railways of those parties, and the interchange of traffic:

To raise further sums of 180,000 *l.* as new ordinary or preference capital, and 60,000 *l.* by mortgage of the "Separate Undertaking."

The New Railways are to be subject to the provisions in this Company's Act of 1860, under which their existing Railway is being worked and managed by Messrs. Savin and Ward.

Section 14. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session (page 19). Observations.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Brecon and Merthyr Tydfil Junction Railway (No. 2) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of this Session."

Brecon and Merthyr Tydfil Junction Railway (No. 3) Bill.

Objects.

THIS Bill is to empower the Brecon and Merthyr Tydfil Junction Railway Company—

To make 11 Railways, of an aggregate length of 17 miles 61 chains, between their authorised lines and their Rumney Railway and the Rhymney Railway; between the Rumney and the Rhymney Railways; between the Rumney Railway and its Caerphilly Branch, the Taff Vale Extension of the Great Western Railway, and the Western Valleys Line of the Monmouthshire Railway and Canal Company; and between the Caerphilly Branch and the Rhymney Railway, and the Llantrissant and Taff Vale and the Taff Vale Railways, at Lantwit Vardre; such new Railways to be called respectively Rumney West Fork, New Rhymney Terminus Junction, Rumney East Fork, Old Rumney Terminus Junction, Pontlottyn Junction, Ystrad Junction, Caerphilly Junction, Capel Martin Junction, Llantrissant Junction, Taff Vale Junction, and Rhiwderyn Junction, to form part of the Company's "Separate Undertaking," and to be completed within five years;

To run over the Caerphilly Branch and a portion of the main line of the Rhymney Railway, and so much of the lines of the Great Western Railway Company as lies to the westward or north-westward of their Railway between their Taff Vale Extension and the Rumney Railway, in the parish Mynyddysllwyn, in the county of Monmouth, authorised in 1862;

To contract with the Rhymney, the Great Western, the Llantrissant and Taff Vale, the Cowbridge, the Taff Vale, and the Sirhowy Railway Companies, and the Monmouthshire Railway and Canal Company, with respect to the use and working of the Railways of those seven Companies, and the interchange of traffic;

To raise in and for the purposes of the "Separate Undertaking," further sums of 229,000 *l.* by new ordinary or preference shares, and 73,330 *l.* by mortgage.

The Bill requires the seven Companies, severally, upon notice from the Brecon and Merthyr Tydfil Junction Railway Company, to afford traffic facilities to the latter Company, by through booking, through carriages, and station accommodation, on their respective railways.

Observations.

Section 10. Reference may be made to the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 15. *See* observations on "Running Powers" in the above-mentioned General Report, page 19.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Brecon and Merthyr Tydfil Junction Railway (No. 3) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Brecon and Merthyr Tydfil Junction Railway (Purchase, &c.) Bill.

Objects.

BY this Bill it is proposed that the respective undertakings of the Hereford, Hay, and Brecon Railway Company (incorporated in 1859, and having authorised share and loan capitals of 355,000 *l.* and 118,000 *l.*), and of the Kington and Eardisley Railway Company (incorporated in 1862, and having authorised share and loan capitals of 100,000 *l.* and 33,000 *l.*), may be, at any time hereafter, transferred by way of sale, or leased to the Brecon and Merthyr Tydfil Junction Railway Company, and that that Company, for the purposes of the Bill, may raise 455,000 *l.* by the creation of new preference shares in their general undertaking, and 151,500 *l.* by mortgage of that undertaking.

Observations.

Reference may be made to the observations on "Amalgamation, Sale, and Lease," including those on "Notice of Transfer," in the General Report of the Board of Trade on the Railway Bills of this Session, pages 18 and 19.

Section 5. It is to be observed that the proposed power to transfer the *whole* of the undertakings mentioned in this clause is not accompanied by the usual provisions for the dissolution of the Company, whose undertaking shall be so transferred, and it seems to be a question whether, in respect of such a transfer, the provisions of Part V. "Amalgamation of the Railways Clauses Act, 1863," should not be made applicable by incorporation, in lieu of the partial provisions in Sections 7–11 of this Bill.

With respect to the proposed power to transfer any *part* of an undertaking, it is to be observed that the Bill contains no limitation of the share and loan capital which the Brecon Company may create for the purpose of such *partial* transfer except the limitation in respect of a *total* transfer.

It seems to be a question whether the provision in Section 21, which seems to make the assent of three-fifths of the shareholders to the terms of a transfer binding on all the shareholders, might not affect prejudicially the preference shareholders in the Hereford, Hay, and Brecon Railway Company; and also whether the provision at the end of Section 25, by which a guarantee may be granted by way of charge on the revenue of the general undertaking of the Brecon Company might not affect prejudicially the preference shareholders in that Company.

Section 27 authorises the creation by the Brecon Company of preference shares for the purposes of this Bill.

It is to be observed that the Bill does not contain separate limitations of the amounts of share capital which may be created for the purposes of transfers of the undertakings of the Hereford Company, and of the Eardisley Company respectively, as seems to be required by the practice of Parliament.

Section 31. With respect to the proposed power to borrow "for the purposes of this Act," it may deserve consideration whether the application of monies which the Brecon Company may be authorised to borrow by this Bill should not be expressly restricted to paying off mortgage debt of a transferring or leasing Company, or to purposes for which such monies might be applied if borrowed by a transferring or leasing Company, under the Acts relating to such Company.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Brecon and Merthyr Tydfil Junction Railway (Purchase, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed, 5 February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Bristol and South Wales Union Railway Bill.

Objects.

THIS Bill recites that the Extension Railway of the Bristol and South Wales Union Railway Company, to the mouth of the River Avon, authorised in 1862, was proposed in contemplation of various improvements suggested at the mouth of the River Avon; but with the exception of the Pier authorised in 1862, to be made by the Bristol Port, Railway, and Pier Company, and which is not yet commenced, no work at the mouth of the River Avon has yet been sanctioned by Parliament.

It is therefore proposed to extend for three years the respective periods limited by the Company's Act of 1862, for the exercise of compulsory powers, and for execution of works for that Extension Railway.

The Company are also to be authorised to acquire additional lands at their Stapleton Road and Lawrence Hill Stations.

Observations.

Section 1 incorporates "The Railways Clauses Act, 1863." Of the five parts into which that Act is divided for the purpose of separate incorporation in special Acts, the only part which appears to relate to the objects of this Bill is Part II, relating to "Extension of Time."

Board of Trade,
February 1864.

James Booth.

[*Bristol and South Wales Union Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Bromley Railway Bill.*
2. *Buckfastleigh, Totnes, and South Devon Railway Bill.*

1. *Bromley Railway Bill.*

THIS Bill is to incorporate "The Bromley Railway Company" with a capital of 36,000 *l.* in 10 *l.* shares, and 12,000 *l.* by loan, for making a Railway, length 1 mile 54¼ chains, from a junction with the new Tunbridge Line of the South Eastern Railway Company, authorised in 1862, in the parish of Lee, to a point at Widmore-lane, in the parish of Bromley; to be completed within five years. Objects.

The Company are to be authorised to contract with the South Eastern Railway Company as to the use, working, and traffic of the intended Railway.

No observation is necessary.

2. *Buckfastleigh, Totnes, and South Devon Railway Bill.*

THIS Bill is to incorporate "The Buckfastleigh, Totnes, and South Devon Railway Company" with a capital of 48,000 *l.*, in 10 *l.* shares, and 16,000 *l.* by loan, for making Railways, lengths 60¾ chains, and 6 miles 74 chains, respectively, from junctions with the South Devon Railway at Littlehempstone, to the Quay of the Totnes Charities Trustees, at Totnes, and to Buckfastleigh; to be completed within five years. Objects.

The Company are to be authorised to contract with the South Devon Railway Company, with respect to the use, working, and traffic of the intended Railways.

Section 22. The proposed general power of *stopping up* all roads, &c., is inconsistent with the 16th clause of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament. Observations.

The rest of the paragraph, beginning "The crossing," &c., if not intended to go beyond the 16th clause of the general Act (in which case it would be questionable), is rendered unnecessary by that enactment.

Sections 25 and 26. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Board of Trade,
February 1864.

James Booth.

[1. *Bromley Railway Bill.*]
[2. *Buckfastleigh, Totnes, and South Devon Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Caledonian Railway (Bredisholm and Tennochside Branch) Bill.*
2. *Caledonian Railway (Glasgow Harbour Branches) Bill.*
3. *Calne Railway Bill.*

1. *Caledonian Railway (Bredisholm and Tennochside Branch) Bill.*

THIS Bill is to empower the Caledonian Railway Company—

To make a Branch Railway, length 1 mile 16 chains, from a junction with the "Bredisholm Deviation," authorised in 1863, of their Rutherglen and Coatbridge Branch, authorised in 1861, to a point near Hill Farmsteading, on the lands of Tennochside, in the parish of Bothwell, in the county of Lanark: Objects.

To raise 25,000 *l.* as new ordinary or preference capital, and 8,300 *l.* by mortgage.

No observation is necessary.

2. *Caledonian Railway (Glasgow Harbour Branches) Bill.*

This Bill is to empower the Caledonian Railway Company—

To make five Branch Railways, of an aggregate length of 7 miles 75 chains, to connect the Company's Buchanan-street Extension of their Glasgow, Garnkirk, and Coatbridge Railway, and the Glasgow, Dumbarton, and Helensburgh Line of the Glasgow and Edinburgh Railway Company with the Harbour and the River Clyde, in and near Glasgow; to be completed within five years: Objects.

To raise 450,000 *l.* as new ordinary or preference capital, and 150,000 *l.* by mortgage:

To contract with the Clyde Navigation Trustees with respect to the construction, maintenance, &c. of any tramways or other works of the Trustees at the quays of Glasgow and the docks, and the interchange of traffic.

Section 6. The special grounds on which the Company seek this enlargement of the powers of deviation, restricted by the Railways Clauses Consolidation (Scotland) Act, 1845, seem to require explanation. Observations.

Section 7. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 22. This power of entering into agreements with the Clyde Navigation Trustees, with respect to the use of works of those Trustees, is not made subject to the usual reservation of the right of third parties to use those works on the same terms as if there were no such agreement.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instances, viz.—

(1.) The limits of Railway or Tramway No. 4 extend about half a furlong along Finnieston and Lancefield Quays, near to the edge of the north shore of the River Clyde at Glasgow.

(2.) At the commencement of Railway No. 5, the limits of deviation extend below high-water of the River Clyde; and at 1¾ mile the line crosses the Kelvin Water, by a bridge of one arch 90 feet span, and 8 feet high.

It may be a matter for inquiry whether, with a view to any future wants of shipping, there should not be an opening span in this bridge.

Such interferences render necessary the incorporation in the Bill of "The Railway Clauses Consolidation (Scotland) Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

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3. *Calne Railway Bill.*

Objects. This Bill is to cancel shares for 12,830 *l.* in the authorised capital of the Calne Railway Company (amounting to 36,000 *l.*) which have been subscribed for, but upon which nothing has been paid; and to enable the Company to issue new shares with a 6 per cent. preference dividend in lieu thereof, and also to raise further sums of 16,000 *l.* as new ordinary or preference capital, and 5,300 by loan.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[1. *Caledonian Railway (Bredisholm and Tennochside Branch) Bill.*]

[2. *Caledonian Railway (Glasgow Harbour Branches) Bill.*]

[3. *Calne Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—XLIV.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1.—*Carmarthen and Cardigan Railway Bill.*

2.—*Carmarthenshire Railway Bill.*

1.—*Carmarthen and Cardigan Railway Bill.*

THIS Bill is to empower the Carmarthen and Cardigan Railway Company—

To make a Railway, length 6 miles 30 chains, on the broad or the mixed gauge, from a junction with the South Wales Line of the Great Western Railway, at Kidwelly, to Velindre, in the parish of Llangendeirne, to be completed within five years: Objects.

To raise 100,000 *l.* by new shares, which may have a 6 per cent. preference dividend, and may either be part of the general capital, or form a separate capital, in respect of the new Railway; and 33,300 *l.* by loan.

No observation is necessary.

2.—*Carmarthenshire Railway Bill.*

THIS Bill is to incorporate "The Carmarthenshire Railway Company," with a capital of 225,000 *l.* in 10 *l.* shares, and 75,000 *l.* by loan, for making the following Railways, viz.:— Objects.

Nos. 1 and 2, lengths 2 miles 9 chains, and 1 mile 62½ chains, from junctions respectively with the South Wales Line of the Great Western Railway Company, and with the St. David's Branch of the Llanelly Railway, to a point in the parish of Llanelly near Felinfoel burial ground;

No. 3, length 10 miles 60 chains, from that point to a junction with the Mountain Branch of the Llanelly Railway, at Mynyddmawr;

Nos. 4 and 5, lengths 2 miles 27 chains, and 3 miles 60 chains, from a point in No. 3 at Cynhidref to Southpit Colliery, and thence to the colliery of the Carway and Duffryn Steam Coal Company; to be completed within five years.

The Company are to be authorised to agree with the Great Western Railway Company for the laying down narrow gauge rails upon the South Wales Line between No. 1 and the Gower Road Station; and to agree with the Llanelly Railway and Dock Company with respect to the use, working, and traffic of the intended Railways.

Section 19. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20. Observations.

Board of Trade,
February 1864.

James Booth.

[1. *Carmarthen and Cardigan Railway Bill.*]
[2. *Carmarthenshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of this Session."

1. *Carnarvon and Llanberis Railway (No. 1) Bill.*
2. *Carnarvon and Llanberis Railway (No. 2) Bill.*

1. *Carnarvon and Llanberis Railway (No. 1) Bill.*

THIS Bill is to incorporate "The Carnarvon and Llanberis Railway Company," with a capital of 74,000*l.* in 10*l.* shares, and 24,600*l.* by loan, and power to create 4½ per cent. debenture stock, for making a Railway, length 7 miles 70 chains, from a Junction with the Bangor and Carnarvon Branch of the London and North Western Railway near its Carnarvon Station, to a point in the parish of Llanberis. Objects.

The Company are to be authorised to run over the portion of the Bangor and Carnarvon Branch between the intended Junction and its Station at Carnarvon, and to use that station; and to run over the portion of the Carnarvonshire Railway between its Junction with the London and North Western Railway and Carnarvon Harbour: also to agree with the Commissioners of Carnarvon Harbour, for the laying down and using by the Company, of tramways along the Harbour piers and quays, in connection with the Carnarvonshire Railway.

The Bill authorises arrangements between the new Company and the London and North Western Railway Company, or either of them, with respect to the working and traffic of the intended Railway; and requires the new Company on the one part, and the other two Companies on the other part, to afford each other traffic facilities by through rates and carriages.

Section 32. The quantity of luggage now usually allowed in Railway Acts, to first class passengers, is 120 lbs., not 112 lbs. only. Observations.

Section 35. Reference may be made to the Observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, p. 19.

2. *Carnarvon and Llanberis Railway (No 2) Bill.*

THIS Bill is to incorporate "The Carnarvon and Llanberis Railway Company" with a capital of 110,000*l.* in 10*l.* shares, and 36,600*l.* by loan, for making Railways (1), length 8 miles 63½ chains, from a Junction, in the parish of Llanbeblig, with the authorised line of the Carnarvonshire Railway, near and to the northward of Coed Helen Mansion, to the south end of Llyn Padarn Lake, in Objects.

in the parish of Llanberis; and (2), length 52¼ chains, from (1), to the Nanttle Railway and to the Canarvonshire Railway, near Canarvon Castle: to be completed within five years.

The new Company are to be authorised to run over the Carnarvonshire Railway, between the intended Junction and the Junction of that Railway with the Bangor and Carnarvon Branch of the London and North Western Railway; and to enter into contracts with the London and North Western and the Carnarvonshire Railway Companies, or either of them, with respect to the management use, and working of the intended Railways.

Section 33. See Observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Interference with Tidal Waters.

My Lords have to observe, that interference with tidal waters is proposed by this scheme in the following instances, viz.:—

(1.) Railway No. 1, at about the first quarter of a mile from its commencement, enters the bed of Carnarvon Harbour on the south side, and continues within it for about a furlong, it then courses the harbour to the fifth furlong, and then crosses it by a viaduct of eight arches, four of 25 feet span, and four of 15 feet span each, and continues to course the north side of the River Seiont to the first mile from the commencement.

(2.) Railway No. 2, for its whole length, skirts the northern side of Carnarvon Harbour.

The proposed Railway No. 1 encroaches on the Harbour, and it will be a question, looking at the interests of navigation, whether the works should not be confined to the land.

The interferences above mentioned render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Carnarvon and Llanberis Railway, (No. 1) Bill.*]

[2. *Carnarvon and Llanberis Railway, (No. 2) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

Ordered, by The House of Commons, *to be Printed,* 5 *February* 1864.

19--[illegible] XLVI

Under 1 oz.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Cheadle, Didsbury, and Manchester Railway Bill.

Objects.

THIS Bill is to incorporate "The Cheadle and Manchester Railway Company, with a capital of 110,000 *l.* in 10 *l.* shares, and 36,600 *l.* by loan, for making (1) a Railway, length 5 miles 6¾ chains, from a junction with the Manchester, South Junction, and Altrincham Railway, in the township of Stretford, Manchester, to a junction with the authorised line of Railway, No. 1, of the Stockport, Timperley, and Altrincham Junction Railway, in the township of Etchells, Stockport; and (2) a Railway, length 25 chains, to connect (1) at Broad Oak Lane, in the township of Didsbury, Manchester, with the before-mentioned authorised line: to be completed within five years.

The Bill provides, that the Company on the one hand, and the Manchester, South Junction and Altrincham, and the Stockport, Timperley and Altrincham Junction Railway Companies respectively on the other hand, shall afford each other mutual traffic facilities, and may contract with respect to the working and using of the proposed Railways.

The Manchester, South Junction and Altrincham Railway Company are to be authorised to subscribe for shares to the amount of 100,000 *l.* in the new Company's capital, and to guarantee 5 per cent. dividend on such capital; and to raise the amount of their subscriptions by the creation of new shares.

Observations.

Section 2. It might be proper to explain in the Bill that the incorporation of Part II. of the Companies Clauses Act, 1863, relating to additional capital, has reference to additional capital to be raised by the South Junction Company.

Section 22. It would be desirable, after "subject to the provisions of this Act," to add, "and of the Acts incorporated herewith."

Section 23. The place at which the Railway secondly described will terminate is not specified.

Board of Trade,
February 1864.

James Booth.

[*Cheadle, Didsbury, and Manchester Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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1. *Chichester and Midhurst Railway* (*No.* 1) *Bill.*
2. *Chichester and Midhurst Railway* (*No.* 2) *Bill.*
3. *Chichester and Midhurst Railway* (*No.* 3) *Bill.*

1. *Chichester and Midhurst Railway* (*No.* 1) *Bill.*

Objects.

THIS Bill is to incorporate "The Chichester and Midhurst Railway Company," with a capital of 140,000 *l.* in 10 *l.* shares, and 46,600 *l.* by loan, for making a Railway, length 11 miles 48 chains, in two sections—

No. 1, from a junction with the London, Brighton, and South Coast Railway, near and at the north-east of Chichester, and passing at the eastward of Chichester to a point in the parish of Oving; and No. 2, from that point, passing near and at the westward of East Lavant, West Dean and Cocking, to the intended point of junction, near and at the south-west of Midhurst, of the authorised lines of the Mid Sussex and Midhurst Junction and the Petersfield Railways; to be completed within seven years.

The new Company are to be authorised to contract with the London, Brighton, and South Coast, the Mid Sussex, the Mid Sussex and Midhurst Junction, the Petersfield and the London and South Western Railway Companies, or any of them, with respect to the working and use of the intended Railway, and the interchange of traffic.

Observations.

Section 2. With respect to the proposed mode of incorporating "The Companies' Clauses Act, 1863," it may be observed that, if it is intended that the new Company shall be authorised to create debenture stock, it would be desirable that such power should be given expressly in the Bill.

Sections 23 and 24. The proposed periods of *five* years and *seven* years for compulsory purchase, and for completion of the Railway, exceed those usually allowed, viz., *three* years and *five* years.

Section 27. If the proposed power "to deviate from the lines shown on the deposited plans within the limits of deviation shown thereon," is intended to go beyond the powers of lateral deviation in the 15th section of the Railways Clauses Consolidation Act, 1845, it appears to be questionable, and to be sanctioned only on special grounds being shown. If in regard to lateral deviation, as seems to be the case in regard to deviation from levels, no power is sought beyond those in the Railways Clauses Act, Section 27 is unnecessary, and should be omitted, as likely to give rise to doubt.

Section 31. A "four-mile short distance" clause seems to be omitted here.

Section 40. This provision is contained in a more accurate form in the 22d clause of "The Railways Clauses Act, 1863," incorporated with this Bill, and should therefore be omitted.

2. *Chichester and Midhurst Railway* (*No.* 2) *Bill.*

Objects.

THIS Bill is to incorporate "The Chichester and Midhurst Railway Company," with a capital of 125,000 *l.* in 10 *l.* shares, and 41,300 *l.* by loan, for making Railways—

No. 1, length 11 miles 75 chains, from a point at Chichester near and at the east of the Basin Road, and near and at the north of the London, Brighton and South Coast Railway, to a point on Midhurst Common; No. 2, length 5½ chains, from the termination of No. 1, to join the authorised line of the Petersfield and Midhurst Railway; No. 3, length 7 chains, from No. 1, to join the Mid Sussex, and Midhurst Junction Railway, at Midhurst; No. 4, length 9 chains, from No. 1 to join the London, Brighton and South Coast Railway, at its crossing of the Basin Road, Chichester; to be completed within three years.

The Company are to be authorised to contract with the London, Brighton and South Coast, and the London and South Western Railway Companies, or either of them, with respect to the interchange and conveyance of the traffic of their respective Railways.

Observations.

Section 21. After "subject to the provisions of this Act," should be added "and of the Acts and parts of Acts incorporated herewith."

Section 23. The proposed general power to *stop up permanently* all roads, &c. is inconsistent with the 16th Section of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament, which requires that roads, &c. which may be stopped up shall be specified in the Bill.

In other respects Section 23 is rendered unncessary by the 16th Section of the General Act, and should be omitted.

Section 37. This Clause might be omitted, as being rendered unnecessary by the 23d Section of "The Railways Clauses Act, 1863," incorporated with the Bill.

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3. *Chichester and Midhurst Railway* (*No.* 3) *Bill.*

Objects.

THIS Bill is to incorporate "The Chichester and Midhurst Railway Company," with a capital of 190,000 *l.* in 10 *l.* shares, and 63,000 *l.* by loan, for making Railways—

No. 1, length 11 miles 15¾ chains, from a junction with the London, Brighton, and South Coast Railway, near and westward from Chichester Station, passing near and at the westward of East Lavant, West Dean and Cocking, to a junction with the Mid Sussex and Midhurst Junction Railway, on Midhurst Common; and No. 2, length 42 chains, to connect No. 1, at Midhurst, with the Petersfield and Midhurst Branch of the London and South Western Railway; to be completed within five years.

The new Company are to be authorised—

To run over and use the lines and stations of the Mid Sussex Railway, the Mid Sussex and Midhurst Junction Railway, and the Petersfield and Midhurst Branch; and the Companies owning or working those lines are to afford facilities to the traffic of the intended railways by through booking and otherwise:

To contract with the London, Brighton, and South Coast, and the London and South Western Railway Companies, or either of them, with respect to the working, use, and traffic of the intended railways.

Observations.

Sections 17 and 18. *See* observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session (page 20).

Section 19. *See* observations on "Running Powers," in the above-mentioned General Report (page 19).

Board of Trade,
February 1864.

James Booth.

[1. *Chichester and Midhurst Railway* (*No.* 1) *Bill.*]

[2. *Chichester and Midhurst Railway* (*No.* 2) *Bill.*]

[3. *Chichester and Midhurst Railway* (*No.* 3) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed.*
5 *February* 1864.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Chipping Norton and Banbury Railway Bill.*
2. *Clyde Navigation Bill.*

1. *Chipping Norton and Banbury Railway Bill.*

THIS Bill is to incorporate "The Chipping Norton and Banbury Railway Company," with a capital of 375,000 *l.* in 10 *l.* shares, and 125,000 *l.* by loan, for making a Railway, length 15 miles 9 chains, from a junction with the Chipping Norton Branch of the Great Western Railway, at its Chipping Norton Station, to a junction at King's Sutton, south of Banbury, with the Oxford and Birmingham Line of the Great Western Railway: to be completed within five years. Objects.

The new Company are to be authorised to contract with the Great Western and the Bourton-on-the-Water Railway Companies, or either of them, with respect to the Working and Traffic of the intended Railway.

No observation is necessary.

2. *Clyde Navigation Bill.*

BY this Bill it is proposed to enable the Trustees of the Clyde Navigation— Objects.

To lay lines of Tramway: (1), length one mile 46 chains, along the north side of Glasgow Harbour, from Kelvinhaugh to near the north-west corner of Glasgow Bridge, and (2), length one mile 47 chains, along the south side of the Harbour, from a point opposite Kelvinhaugh, to near the south-west corner of Glasgow Bridge; such Tramways not to be used with steam or atmospheric power:

To contract with the Caledonian, the Edinburgh and Glasgow, the Glasgow and South Western, and the General Terminus and Glasgow Harbour Railway Companies, and any other Companies having power to make Railways in connection with the proposed Tramways, with respect to the acquisition of lands for and construction of the proposed works, and the interchange of traffic:

To charge for the use of cranes, &c., according to new scales of rates, in lieu of those authorised by the Clyde Navigation Consolidation Act, 1858:

To levy mileage rates for passage along parts of the River Clyde, in lieu of the rates leviable by stages under the Act of 1858:

To borrow for the proposed Tramways, and for the other purposes of their undertaking, further sums not exceeding 496,000 *l.*, making the aggregate amount which the Trustees may borrow 2,000,000 *l.*

Observations.

Section 2. With respect to the proposed exception from incorporation of clauses 39 to 44 of "The Railways Clauses Consolidation (Scotland) Act, 1845," it is to be observed that those clauses contain certain reservations in favour of landowners whose lands may be interfered with for obtaining materials, &c.; and as it is proposed to incorporate in the Bill the clauses 32, &c., which authorise such interference, the proposed exception of clauses 39 to 44 seems questionable.

It may also deserve consideration whether section 76, relating to the making of branch railways in connexion with the authorised works, ought to be excepted from incorporation with this Bill, as is proposed in Section 2.

Part I., relating to "Construction of a Railway," of "The Railways Clauses Act, 1863," should be incorporated with the Bill.

Section 8. The Bill, though it limits the period for the exercise of powers for compulsory purchase, does not, in accordance with the practice of Parliament, limit the period for the execution of the new works.

Section 21. In the last line of this clause it might be proper to add, after "the rates and tolls authorised by this Act," the words "or the recited Act."

Interference with Tidal Waters.

My Lords have to observe, that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

> The construction of the Tramways on either side of the River Clyde at Glasgow, from near Kelvinhaugh Ferry to Glasgow Bridge, the limits of deviation extending to high-water mark.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate the first only of these enactments, with certain exceptions.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Chipping Norton and Banbury Railwny Bill.*]
[2. *Clyde Navigation Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

19—XLIX.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Corris Railway or Tramroad Bill.

Objects.

BY this Bill it is proposed—

To change the name of "The Corris, Machynlleth and River Dovey Tramroad Company," incorporated in 1858, into "The Corris Railway Company."

To authorise the Company—

To make a Railway, length 5 miles 72 chains, from Rognant House at Corris, in the parish of Talyllyn, running near the Machynlleth and Dolgelly Turnpike Road, to Boyncastell Farm, at Garthgynfawr, in the parish of Dolgelly, about three and a half miles from that town, to be completed within five years:

To use locomotive engines (prohibited in this Company's Act of 1858), on their existing and intended railways and tramroads:

To raise further sums of 24,000 *l.*, as new ordinary or preference capital, and 8,000 *l.* by loan:

To create debenture stock:

To abandon the use or construction of the Company's existing or authorised tramroads between Ffynon Garsiwn at Machynlleth, and Garreg on the River Dovey:

To contract with the Oswestry and Newtown, the Newtown and Machynlleth, and the Aberystwith and Welsh Coast Railway Companies, or any of them, with respect to the working and use of the Company's tramroads and the interchange of traffic.

The Bill extends to the Company and their Undertaking provisions in "The Aberystwith and Welsh Coast Railway Act, 1861," authorising working and traffic arrangements between four Companies named in that Act.

Observations.

This Company was incorporated by an Act of 1858 (c. 95, local) for making the several tramroads mentioned in the preamble of this Bill; which were to be completed within four years from that time, when the Company's powers for execution of works was to cease.

The 20th section of that Act enacted, "The said tramroads being intended for the conveyance of slates, minerals, and merchandize, and to be worked by horse power, travelling at low rates of speed only, it shall be lawful to construct the same upon a gauge of 2 feet 3 inches; and it shall not be lawful to use or employ any steam or locomotive engine on the said tramroads or any part thereof."

It may deserve consideration whether the Bill should not state more definitely than at present which of the authorised tramroads have been constructed, and on what gauge; what is the intended gauge of the proposed new Railway; and whether it is intended to construct it for the conveyance of passengers.

It is to be observed that no rates are defined in the Act of 1858, or in this Bill, for the conveyance of passengers and their luggage; and that this Bill contains no provision precluding the conveyance of passengers on the intended new Railway.

Section 10. *See* the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 17. With reference to the proposed power to create preferential capital, it does not appear that the Company have opened that part of their original Railways which is not proposed to be abandoned.

Section 25. It is proposed that the Company shall sell the site of the abandoned tramroads "within ten years from the time of such abandonment."

If the abandonment is to take effect at the passing of this Bill, that period might be properly referred to as the commencement of the ten years. If the abandonment may take place at any future time, the period for sale is left practically uncertain.

Board of Trade,
February 1864.

James Booth.

[*Corris Railway or Tramroad Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—L.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Crystal Palace and South London Junction Railway Bill.

Objects.

THIS Bill is to empower the Crystal Palace and South London Junction Railway Company to make a Railway, length 1 mile 26 chains, from a junction with their authorised Line at Oak-of-Honour Hill, to a junction with the authorised Greenwich Line of the London, Chatham, and Dover Railway Company, where it crosses the London Bridge and Croydon Railway: to be completed within five years, and to be subject to the same provisions as the Company's authorised Line with respect to Working and Traffic Arrangements between the two Companies.

The Bill authorises a transfer or loan of the Company's undertaking to be made at any time to the London, Chatham, and Dover Railway Company, with power to the latter Company to allot and issue to the proprietors, mortgagees, and other creditors of the former Company, by way of compensation, any stocks or shares, rentcharges, mortgages, or securities of the Dover Company.

Observations.

Section 11. The provision in this clause, with respect to powers of the Act being exercised by the Directors, is unusual, and seems to be objectionable.

Sections 14 and 17. Reference may be made to the observations on "Amalgamation, Sale, and Lease," including those on "Notice of Transfer," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18.

Section 15. The Bill does not contain any such limitation as would be required by the practice of Parliament of the amount of the stocks or shares, rentcharges, annuities, mortgages, or securities of the Dover Company which may be issued under this clause, and which, as it would seem, are to be additional to those which the Dover Company are already authorised to issue under their own Acts.

It also seems to be a question whether the "other creditors of the Company" (not being their mortgagees), who are referred to in the second line of this clause, and to whom securities of the Dover Company may be issued, should not be further defined, in order that it may appear that the debts in question have been incurred for the authorised purposes of the Company's undertaking.

It is to be observed that the Bill does not reserve the priority of existing preferences, mortgages, &c. granted by the Dover Company, over such as may be granted by them under this clause.

Section 25. The charge which it is proposed by this clause may be made by the Dover Company on "the profits of their general undertaking applicable to dividend" ought, as it would seem, to be limited to that portion of such profits which is applicable to the payment of dividends on ordinary shares and stocks, so as not to affect preferential dividends, &c. already charged on the profits of the general undertaking.

Board of Trade,
February 1864.

James Booth.

[*Crystal Palace and South London Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Denburn Valley Railway Bill.

Objects.

THIS Bill refers to the successive schemes for connecting the Scottish North Eastern and the Great North of Scotland Railways, at or near Aberdeen, which have been sanctioned by Parliament; and to the provision contained in "The Great North of Scotland Railway (Aberdeen Junction) Act, 1863," which directs that the Junction Railway hereby authorised (the latest of those schemes) should not be constructed, if in 1864 an Act should be passed for a Junction Railway, such as herein described, passing up part of the Denburn Valley.

In pursuance of that provision, the Bill proposes that the Scottish North Eastern Railway Company may make a Railway, length 1 mile 53⅛ chains, from a point in their Line 440 yards south from their Passenger Station at Guild Street, passing along part of the Denburn Valley, to a point in the Great North of Scotland Railway, 110 yards north from the Kittybrewster Station of that Railway; and a Joint Passenger Station between Marywell and Wapping Streets, and Approaches thereto, with alterations of certain streets at Aberdeen:

Such works to be completed within three years.

The portions of the new Railway north and south from the Joint Passenger Station are respectively to belong to the Great North of Scotland and the Scottish North Eastern Railway Companies separately, as parts of their respective undertakings: and the Bill contains provisions for regulating the construction and maintenance of the Joint Passenger Station, and its management by a Joint Committee.

The two Companies are to book through, and afford mutual facilities for the transmission of all traffic from or to their respective Lines.

The Scottish North Eastern Railway Company are to apply to the purposes of the Bill 70,000*l.*, which may be part of the sum of 350,000*l.* authorised by "The Scottish North Eastern Railway Amendment Act, 1862," to be raised by means of shares: and the Great North of Scotland Railway Company are to apply to the purposes of the Bill 125,000*l.*, which they may raise in exercise of their powers of creating new share capital contained in "The Great North of Scotland Railway (Aberdeen Junction) Act, 1863."

Observations.

Section 21. As the Scottish Northern Junction Railway (for the purposes of which it is here mentioned that the Company have been authorised to raise and apply the sum of 350,000*l.*) will not be constructed, it seems to be a question whether any part of that sum, beyond the 70,000*l.* to be applied to the proposed Denburn Valley Railway under this clause, will be requisite for any other purpose of the Company's undertaking; and if not, whether all the powers under the Act of 1862, to raise more than 70,000*l.*, either by shares or by borrowing, should not be extinguished.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Denburn Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Dover, Deal, and Sandwich Railway Bill.

Objects.

THIS Bill is to incorporate "The Dover, Deal, and Sandwich Railway Company," with a capital of 100,000 *l.*, in 10 *l.* shares, and 33,000 *l.* by loan, for making Railways (1) length 9 miles 22¾ chains, from a junction with the London, Chatham, and Dover Railway, near its Shepherdswell Station, to a point near Albert-terrace, at Deal; (2) length 2 miles 48½ chains, from a junction with (1), between Eastry and Ham, to a junction with the South-Eastern Railway, at its Sandwich Station; and (3), length 62 chains, a Branch from (2) to the River Stour, at Sandwich: to be completed within five years.

The Bill authorises the new Company—

To run over the portions of the London, Chatham, and Dover, and the South-Eastern Railways, between the intended junctions therewith respectively and their respective stations at Shepherdswell and at Sandwich, and to use those stations;

To contract with the London, Chatham, and Dover, and the South Eastern Railway Companies, or either of them, with respect to the working, use, and traffic of the intended Railways.

Interference with Tidal Waters.

My Lords have to observe, that interference with Tidal Waters is proposed by this scheme in the following instance, viz.:—

Railway No. 3 skirts, for a short distance, the south side of the River Stour at Sandwich.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I, "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*Dover, Deal, and Sandwich Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Drayton Junction Railway Bill.

THIS Bill is to incorporate "The Drayton Junction Railway Company," with a capital of 300,000 *l.* in 10 *l.* shares, and 100,000 *l.* by loan for making the following Railways, viz.:— Objects.

No. 1, length 9 miles 12½ chains, from a junction with the Shrewsbury and Crewe Line of the London and North Western Railway, at its Prees Station, to a junction with the Nantwich and Market Drayton Railway, at its Market Drayton Station.

No. 2, length 18 miles, from a junction with the last-mentioned Railway near the same station, passing near and at the south of Eccleshall, to a junction with the Shropshire Union Railway, near Stafford.

No. 3, length 4 miles 18 chains, from a junction with No. 1, to a junction with the Shrewsbury and Crewe Line, near its Whitchurch Station.

No. 4, length 69¼ chains, from a junction with No. 1, in the parish of Prees, to a point in the parish of Wem; to be completed within five years.

The Company are to be empowered to purchase Stafford Mill, and remove its floodgates, in order to obviate injury to their undertaking and inconvenience to the district from floodwaters:

To run over the portion of the Nantwich and Market Drayton Railway, between the junctions therewith of Nos. 1 and 2, and to use its Market Drayton Station; and to run over the portions of the London and North Western Railway between the junctions therewith of No. 1 and Wem, and of No. 3 and Whitchurch; and the portions of the Shropshire Union Railway and of the London and North Western Railway between the junction of No. 2 and Stafford; and to use the Wem, Prees, Whitchurch and Stafford Stations of the London and North Western Railway:

To contract with the London and North Western, the Great Western, the Nantwich and Market Drayton, the Wellington and Drayton, the Oswestry, Ellesmere and Whitchurch, and the Wrexham, Mold and Connah's Quay Railway Companies, or any of them, with respect to the working of the intended Railways, and the interchange of traffic.

Section 25. *See* observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20. Observations.

Section 40. *See* observations on "Running Powers" in the above-mentioned General Report, page 19.

Board of Trade,
February 1864.

James Booth.

[*Drayton Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Dublin and Meath Railway Bill.

Objects.

THIS Bill is to authorise the Dublin and Meath Railway Company to raise further sums of 75,000 *l.* as new ordinary or 6 per cent. preferential capital, and 25,000 *l.* by loan, to be applied in the discharge of the debts and liabilities of the Company, and to any of the purposes by their Acts authorised; and to create 4½ per cent. debenture stock.

Observations.

Reference may be made to the observations of the Select Committee of 1848, under the head "Capital," in the General Report of the Board of Trade on the Railway Bills of this Session, with a view to its being considered whether the Bill should not contain a further specification of the facts as to the nature and amount of the Company's "debts and liabilities," and of the amount required or the general purposes of their Undertaking.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Dublin and Meath Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

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Dublin, Wicklow, and Wexford Railway Bill.

THIS Bill is to empower the Dublin, Wicklow, and Wexford Railway Company— Objects.

To make a Railway, length 50 chains, from a point in the Company's Railway, at Castlemacadam, 45 miles from Dublin, to Coolgarrow, in the parish of Ballintemple, in the county of Wicklow, in substitution for a portion of the Branch Railway authorised by the Company's Act of 1863:

A Railway, length 15 miles 16 chains, from a point at Templeshannon, in the Company's Enniscorthy Extension, authorised in 1860, to Slaney-street, in the parish of Saint Selskar's, in the county of Wexford:,

A Railway, length 17 miles 53½ chains, from a point in the Branch Railway, authorised in 1863, to Lathaleere, in the parish of Baltinglass, in the county of Wicklow:

To be completed within five years:

To make terminal charges, in addition to the authorised maximum rates for the conveyance of animals and things:

To raise further sums of 150,000 *l.*, as new ordinary, or preference capital, and 50,000 *l.* by loan:

To create 5 per cent. debenture stock.

Section 2. "The Railways Act (Ireland), 1851," though referred to, and "The Railways Clauses Consolidation Act, 1845," are not incorporated with this Bill. Observations.

The words "or inconsistent with," are not in accordance with the practice of Parliament, and should be omitted.

Section 13. If five years be allowed for the completion of the Railway to be substituted for a portion of the Branch Railway authorised in 1863, the time already limited for the completion of that Branch Railway, will be extended.

Section 15. The words "warehousing and wharfing" do not occur in the usual form of this clause, relating to terminal charges.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

> Railway No. 2 near its commencement crosses the River Slaney, about 140 yards above Enniscorthy Bridge (dimensions of bridge not given), and skirts the western shore of that river to Wexford, thereby cutting off communication between land and water; and it crosses a small bay of the Slaney about half a mile west of Wexford.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part 1. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate the latter only of these enactments.

Board of Trade,
February 1864. *James Booth.*

[*Dublin, Wicklow, and Wexford Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

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In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

East and West Junction Railway Bill.

THIS Bill is to incorporate "The East and West Junction Railway Company," with a capital of 350,000 *l.*, in 25 *l.* shares, and 116,000 *l.* by loan, for making (1) a Railway, length 32 miles 76 chains, from a junction with the authorised line of the Northampton and Banbury Junction Railway, in the parish of Towcester, passing near Byfield, the Fenny Compton Station of the Oxford and Birmingham Line, and Kington, to a junction with the Stratford and Honeybourne Branch of the Great Western Railway, near and to the south of its Stratford-on-Avon Passenger Station; and (2) a Railway, length 7 miles 34 chains, from a Junction with (1), near its termination to a junction with the authorised line of the Evesham and Redditch Railway, in the parish of Salford Priors, south of Alcester, in the county of Warwick; to be completed within seven years. Objects.

The Company are to be empowered to run over the whole of the Evesham and Redditch Railway, and the portion of the Northampton and Banbury Junction Railway, between the intended Railway (1) and the London and North Western Railway at Blisworth, and to use the stations thereon; and the Companies owning that Railway, and that portion of Railway respectively, are to afford station services for the traffic of the new Company.

Section 1. The Bill incorporates Part III. (relating to Debenture Stock) of the Companies Clauses Act, 1863. The Bill, however, does not expressly authorise the creation of Debenture Stock, as is contemplated in Part III. Observations.

Section 19. After "subject to the provisions of this Act," should be inserted "and of the Acts incorporated herewith."

Sections 24 and 25. The periods usually allowed for the exercise of compulsory powers, and for completion of works, do not exceed three years and five years respectively.

Section 26. Reference may be made to the Observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

[*East and West Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

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East Gloucestershire Railway Bill.

THIS Bill is to incorporate "The East Gloucestershire Railway Company," with a capital of 600,000*l.* in 10*l.* shares, and 200,000*l.* by loan, for making the following Railways, viz.:— Objects.

No. 1. Length 28 miles 29 chains from a junction in Badgworth Parish, with the narrow gauge rails of the Gloucester and Cheltenham Line of the Great Western Railway, passing by Shipton, Chedworth, and Fairford, to a point in the parish of Lechlade.

No. 2. Length 1 mile 28 chains, and No. 3. Length 2 miles 42½ chains, to connect No. 1 with the Midland Railway, near Cheltenham.

No. 4. Length 10 miles 74½ chains, and No. 5. Length 5 miles 48 chains, in continuation of No. 1 from Lechlade to the Witney Railway, near Witney Station, passing by Bampton, and to the Faringdon Station of the Faringdon Railway, respectively.

No. 6. Length 1 mile 14 chains, in the parish of Yarnton, in the county of Oxford, to connect the Witney Railway with the London and North Western Railway.

To be completed within five years.

The Company are to be empowered to run over and use the Witney Railway and its stations, not interfering with its local traffic:
To contract with the Great Western, the Midland, the Witney, the Faringdon, and the London and North Western Railway Companies, or any of them, with respect to the use, working, and traffic of the intended Railways.

Section 29. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. Observations.

Board of Trade,
February 1864.

James Booth.

[*East Gloucestershire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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East Norfolk Railway Bill.

THIS Bill is to incorporate "The East Norfolk Railway Company," with a capital of 110,000 *l.* in 10 *l.* shares, and 36,000 *l.* by loan, for making Railways (No. 1), length 14 miles 8 chains, from a junction with the Norwich and Yarmouth line of the Great Eastern Railway Company, at Thorpe-next-Norwich, to North Walsham; and (No. 2), length 2 miles 51 chains, from the former at Wroxham to Horstead; to be completed within five years. Objects.

The new Company and the Great Eastern Railway Company are to be authorised to contract with respect to the construction, working, and traffic of the intended Railways; and the latter Company are to be authorised to subscribe for 36,000 *l.* in the capital of the new Company, and to raise that amount by new ordinary, or preference shares or stock.

Section 27. With respect to the proposed difference between the charges for corn, grain, and seeds conveyed on the Railways for distances exceeding and not exceeding 25 miles, it is to be observed that the aggregate length of the intended Railways is less than 17 miles. Observations.

Section 30. This clause seems to be misplaced, and, also, as Part III. of the Railways Clauses Act, 1863, is incorporated with the Bill, to be unnecessary.

Section 31. It is the practice of Parliament not to allow the *construction* of a new Railway authorised to be made by one Company to be a matter for agreement with another Company.

Board of Trade,
February 1864.

James Booth.

East Norfolk Railway Bill.

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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Edgware, Highgate and London Railway Bill.

Objects.

THIS Bill is to empower the Edgware, Highgate and London Railway Company—

To make a Railway, length 1 mile, 54 chains, from a point in their authorized line, in the parish of St. Mary, Hornsey, to the Alexandra Park, Muswell Hill, to be completed within five years:

To issue any of the unissued Shares in the Company's present capital, with a five per cent. preference dividend:

To raise further sums of 96,000 *l.*, as new ordinary or preference capital, and 32,000 *l.* by loan.

The Great Northern Railway Company are to be enabled, in addition to their already authorised subscriptions, to subscribe any sums they think fit to the Company's present and to the proposed undertakings; and for that purpose to raise the requisite sums by new ordinary or preference capital, in their own undertaking.

The two Railway Companies are to be authorised to agree with the Alexandra Park Company, Limited, for the collection in one sum of the fare by railway, and the charge for admission to the Park.

Observations.

Section 11. The amount of preference shares which the Company are to be authorised to issue in their present capital is not specified, as the practice of Parliament appears to require.

Section 12. With respect to the proposed power to create preference capital for the purposes of the new Railway, it is to be observed that the Company's original line is not yet opened.

Section 19. The amount which the Great Northern Railway Company may subscribe to the present and the proposed undertakings is not limited by the Bill, as the practice of Parliament seems to require.

Section 20. It appears to be a question whether the proposed power to the Great Northern Railway Company to create new capital will be subject to the provisions in Part II., Additional Capital, of "The Companies' Clauses Act, 1863," by the terms of the incorporation of that part in Section 18 of this Bill.

Board of Trade,
February 1864.

[*Edgware, Highgate and London Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Edinburgh and Glasgow and Alva Railway Companies Bill.

THIS Bill is to dissolve the Alva Railway Company, incorporated in 1861, and to vest their undertaking in the Edinburgh and Glasgow Railway Company, as from 31 July 1864; the then proprietors of the 1,237 paid-up shares of 10*l.* each in the capital of the Alva Company, to be entitled to a like amount of ordinary stock or shares in the Edinburgh and Glasgow Railway Company, subject to the application by the latter Company of dividends thereon to the discharge of the debt of the Alva Company (if any) exceeding their mortgage debt of 5,000 *l.*, which is to be assumed by the Edinburgh and Glasgow Railway Company. Objects.

The Bill declares to be forfeited and cancelled all shares in the Alva Railway Company which may have been created and issued, but on which the calls have not been fully paid up previous to 1 December 1863.

Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18. Observations.

Section 8. If there are any shares in the Alva Railway Company which have been created and issued, and on which calls have been partially, though not fully, paid up previous to 1 December 1863, it may deserve consideration whether the usual course for forfeiting such shares should not be gone through (if it has not been already pursued), in order that the proprietors may have an opportunity of redeeming them before they are cancelled.

Board of Trade,
February 1864.

James Booth.

[*Edinburgh and Glasgow and Alva Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Edinburgh and Glasgow Railway Bill.

Objects.

THIS Bill is to empower the Edinburgh and Glasgow Railway Company to raise further sums of 320,000 *l.* as new ordinary or preference capital, and 106,000 *l.* by loan.

To make Railways in eight sections, and Tramways in four sections, of an aggregate length of 9 miles 46 chains, at and near Glasgow, in connexion with the Company's main line, and their Glasgow, Dumbarton and Helensburgh Line, at Cowlairs, and between Maryhill and the River Clyde, and at the Harbour of Glasgow; the Railways to be completed within five years.

To take additional lands for station or siding accommodation at Maryhill, Pointhouse, Helensburgh, Stobcross, Finnieston and Whitchurch, near Glasgow.

The Bill provides that the Clyde Navigation Trustees may, if they so elect, undertake the making and maintenance of two of the intended Tramways, between Stobcross House and the south end of Jamaica-street, and for that purpose may raise 30,000 *l.* by bonds on the security of their rates and revenues under "The Clyde Navigation Consolidation Act, 1858."

Observations.

Section 14. The Bill does not prohibit the shunting and standing of trains at the level crossings of roads or streets by the Tramways.

Section 28. The proposed power to the Clyde Trustees to charge the expense of constructing certain Tramways on the security of their rates leviable from shipping and the trade of the River Clyde, raises the question, which will doubtless have the careful consideration of the Committee on the Bill, how far the Tramways in question will be beneficial to the trade on which such rates are leviable. It may deserve consideration whether the tolls to be received by the Trustees for the use of their Tramways should not be made primarily applicable to the discharge of the interest and principal of the bonds granted for the construction of these Tramways.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instances; viz.:—

The Railway No. 3 is proposed to be carried across the River Kelvin, about 2⅞ miles from the commencement, by one arch of 90 feet span and 28 feet high, above the level of ordinary flood water.

No. 11 (Tramway) at its termination, the limits of deviation extend into the River Clyde.

No. 12 (Tramway) for its whole distance skirts the northern shore of the River Clyde, the limits of deviation extending to high-water mark.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*Edinburgh and Glasgow Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
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FURTHER REPORT from the Board of Trade,
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Ely, Haddenham, and Sutton Railway Bill.

THIS Bill is to incorporate "The Ely, Haddenham, and Sutton Railway Company," with a capital of 36,000 *l.*, in 10 *l.* shares, and 12,000 *l.* by loan, for making a Railway, length 6 miles 55 chains, from a junction with the Great Eastern Railway, near its Ely station, to Sutton, in the Isle of Ely; to be completed within five years. Objects.

The Company are to be authorised to run over the Great Eastern Railway between the intended junction and the Ely station, and to use that station, and to contract with the Great Eastern Railway Company with respect to the use and working of the intended Railway, and the interchange of traffic.

The Great Eastern Railway Company are to be authorised to take shares for 12,000 *l.* in the new Company's capital, and to raise that sum by new ordinary or preference shares or stock in their own undertaking.

Section 19. To the enactments referred to at the commencement of this clause, should be added the provisions of Part I.—Construction of a Railway, of "The Railways Clauses Act, 1863." Observations.

Section 27. With reference to the proposed *six* mile "short distance," it is to be observed the whole length of the intended Railway is less than *seven* miles.

Board of Trade,
February 1864.

James Booth.

[*Ely, Haddenham, and Sutton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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1. *Farnham, Aldershot and Woking Junction Railway Bill.*

2. *Finchley, Willesden and Acton Railway Bill.*

1. *Farnham, Aldershot and Woking Junction Railway Bill.*

THIS Bill is to incorporate the "Farnham, Aldershot and Woking Junction Railway Company," with a capital of 105,000 *l.*, in 10 *l.* shares, and 35,000 *l.* by loan, for making the following Railways; viz.: Objects.

(No. 1.) Length 2 miles 64 chains, from a junction at Farnham with the Farnham and Alton Branch of the London and South Western Railway, to a point at Thornhill Hollow, in the parish of Aldershot:

(No. 2.) Length 4 miles 48¼ chains, from the termination of No. 1 to a junction with the main line of the London and South Western Railway, in the parish of Pirbright, at 29⅝ miles from London:

(No. 3.) Length 1 mile 7 chains, from the termination of No. 1 to a junction with the Reading and Reigate Branch of the South Eastern Railway, in the parish of Ash and Normandy:

(No. 4.) Length 42¾ chains, from a junction with No. 2 in the last-mentioned parish to a junction with the Reading and Reigate Branch at 49¼ miles from London:

To be completed within five years.

The new Company are to be authorised,—

To contract with the South Eastern and the London and South Western Railway Companies, or either of them, with respect to the interchange and conveyance of traffic on their respective Railways:

To use the Railways of those two Companies respectively between the intended junctions and the Farnham and Woking Stations of the London and South Western Railway Company, and the Ash, Aldershot, Farnborough and Blackwater Stations of the South Eastern Railway Company, and to use those several stations.

Section 21. It is usual and desirable, after the words "subject to the provisions of this Act," to add "and of the Acts incorporated herewith." Observations.

Section 23. The proposed power to *stop up* all roads, &c. permanently is at variance with the 16th section of the Railways Clauses Consolidation Act, 1845, and with the practice of Parliament. The rest of this clause is rendered unnecessary by the 16th section of the General Act.

Section 40. See the Observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

2. *Finchley, Willesden and Acton Railway Bill.*

THIS Bill is to incorporate "The Finchley, Willesden and Acton Railway Company," with a capital of 90,000 *l.* in 10 *l.* shares and 30,000*l.* by loan, for making a Railway, length 3 miles 76 chains, from a junction at East Acton with the North and South Western Junction Railway to a junction in the parish of Hendon, with the authorised line of the Midland Railway Extension to London, to be completed within five years.

The new Company and the Midland Railway Company are to be authorised to contract with respect to the working, use and traffic of the intended Railway.

Observation. It is Part Three, not Part Two, of the Railways Clauses Act, 1863, which relates to working agreements.

Board of Trade,
February 1864.

RAILWAY AND CANAL, &c. BILLS.

[1. *Farnham, Aldershot and Woking Junction Railway Bill.*]

[2. *Finchley, Willesden and Acton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed, 5 February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Garstang and Knot End Railway Bill.

Objects.

THIS Bill is to incorporate "The Garstang and Knot End Railway Company," with a capital of 60,000 *l.*, in 10 *l.* shares, and 20,000 *l.* by loan, for making a Railway, length 10 miles 36 chains, from a junction with the Lancaster and Preston Junction Railway (on lease to the London and North Western Railway Company) near and at the north of Garstang Station to Knot End, at the eastern side of the mouth of the Wyre Water, opposite Fleetwood, and two Branch Railways, length 73 chains and 37 chains, from the former to the Lancaster and Preston Junction Railway at and near Garstang Station, to be completed within four years.

The Company are to be authorised to contract with the London and North Western Railway Company, with respect to the use and working of the intended Railways and the interchange of traffic.

Observations.

Sections 2 and 37. The proposed power to enter into working and traffic arrangements renders necessary the incorporation with the Bill of Part III. (relating to Working Agreements) of "The Railways Clauses Act, 1863." Before "varied," in the last line of Section 2, should be inserted "expressly."

Section 21. In this clause there should be inserted in the first line before "incorporated," the words "wholly or partially," as in Section 20.

Section 36. The proposed extra charge for the conveyance of "small parcels" by "express trains," is inconsistent with the principle of Section 30, which authorises special rates for such parcels, and also with the practice of Parliament.

Section 37. See above under Section 2.

Interference with Tidal Waters.

My Lords have to observe, that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

Railway No. 1 terminates on the eastern shore of the river Wyre, near Knot End, with limits of deviation extending into the river.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*Garstang and Knot End Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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Glasgow and North British Railway Bill.

THIS Bill is to incorporate "The Glasgow and North British Railway Company" with a capital of 1,350,000*l.* in 25*l.* shares, and 450,000*l.* by loan, with power to create 5 per cent. debenture stock, for making the following Railways, viz.:— Objects.

No. 1, length 45 miles 56 chains, commencing at Blackfriars Street, Glasgow, passing eastward over the Caledonian and Monkland Railways, between Coatbridge and Gartsherrie Stations, then north-eastward by the north of Ellrigg Moss, and then eastward under the Slamannan and Borrowstoness Line, north of Muiravonside, then north-eastward under the Edinburgh and Glasgow Railway, and by the north-west of Linlithgow Loch to a point near the south shore of the River Forth, between Carriden and Abercorn, then eastward by the south of South Queensferry and north of Corsterphine, under the Granton Branch, and by the south side of the Leith Branch of the Caledonian Railway to a Junction near and to the west of Leith, with the Line of No. 1 Railway, authorised by the North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863.

Nos. 2 and 3, lengths 62¾ chains and 16¾ chains, to connect No. 1 with the lines of the Monkland Railway Company, near Gartsherrie and Muiravonside, respectively.

No. 4, length 5 miles 42 chains, from a Junction with No. 1 between Carriden and Abercorn, thence northward across the River Forth by a bridge, having two spans of 600 feet and two of 300 feet each, 125 feet above high water, and 45 spans of 200 feet each, to a Junction with the Charleston Branch of the North British Railway, near Dunfermline.

No. 5, length 1 mile 6½ chains, to connect Nos. 1 and 4 at Carriden.

No. 6, length 63½ chains, to connect No. 1 north-westward with the authorised Branch to South Queensferry, of the Edinburgh and Glasgow Railway.

To be completed within five years.

The New Company are to be authorised to contract with the North British Railway Company with respect to the working and traffic of the intended Railways.

Section 12. The proposed maximum rate of dividend which may be attached to the debenture stock, viz., 5 per cent., appears to exceed that usually sanctioned in Railway Acts. Observations.

Section 23. The number of lines of rails at the level crossings is not limited.

Section 25. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 37. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Interference

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :—

> Railway No. 4, at about a mile from its commencement, crosses the River Forth, near Blackness Castle, where that river is about two miles in width, by a viaduct 3,920 yards in length, consisting of two adjoining spans, 600 feet each, and 125 feet high above high water of Spring Tides, and two spans, one on each side of the said spans, 300 feet each, and 125 feet above high water of Spring Tides, and 45 spans of 200 feet each, and gradually diminishing in height from 100 feet to 60 feet above high water of Spring Tides.

This project is a rival one to that contained in "The Forth Bridge Railway Bill," to their report on which Bill the Board of Trade desire to refer. The present scheme is less objectionable on the ground of injury to navigation than the rival scheme, since, instead of 130 piers on the bed of the channel, only 48 are here proposed, and the height and width of the openings are much greater. Still, this scheme is also open, though in a less degree, to the same serious objections as its rival, viz. :—that the piers will be impediments to the free navigation of the Forth Estuary.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow and North British Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—LXVI. †

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Glasgow and Paisley Joint Line of Railway Bill.

THIS Bill is to empower the Glasgow and South Western and the Caledonian Railway Companies:— Objects.

To make (1) a Branch Railway, length 76½ chains, and a second Junction Spur, length 26 chains, from their Glasgow and Paisley Joint Line, near Ibrox, to the village of Govan; (2) a Branch Railway, length 70¾ chains, and a second Junction Spur, length 21 chains, from the Joint Line, at about two miles from Glasgow, to the River Clyde, at Heathery Hall; (3) "The Goods Station Branch," length 30¼ chains, from the Joint Line, at Pollockshields Station to the Goods Depôt of the Companies, at Eglinton Street, Glasgow; to be completed within five years:

To deviate a portion of the Glasgow, Paisley and Ardrossan Canal, at and near West Street, of Tradeston; during the execution of which work the Canal may, if necessary, be stopped for a period not exceeding six months, subject to payment of not less than 15 *l.* per day to the Canal Company:

To substitute a Bridge for a Level Crossing of a Public Road by the Joint Line, and to acquire additional Lands for a Depôt at Moss Road Station.

Each of the two Companies is to be authorised to raise additional sums of 50,000 *l.* as new ordinary or preference capital in their own undertaking, and 16,660 *l.* by loan, or, in the case of the Glasgow and South Western Railway Company, by funded debt.

Section 7. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20. Observation.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

Railway No. 2, terminates on the southern bank of the Clyde, near Heathery Hall.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*Glasgow and Paisley Joint Line of Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Glasgow (City) Union Harbour Tramways Bill.

Objects.

THIS Bill is to incorporate "The City of Glasgow Union Harbour Tramways Company," with a capital of 45,000*l.* in 10*l.* shares, and 15,000*l.* by loan, and power to create four and a half per cent. debenture stock, for making Tramways in two sections, viz. (1) length 27 chains, from a junction with the Tramway on the north side of Glasgow Harbour, proposed by the Clyde Navigation Trustees in the "Clyde Navigation" Bill of this Session, near the north-west corner of Glasgow Bridge along West Clyde-street to the north-west corner of Victoria Bridge; and (2) length 20 chains, to connect (1) near the north east corner of Glasgow Bridge with the Branch Railway to Enoch-square proposed in the "Glasgow (City) Union Railway" Bill of this Session near Stockwell-street; to be completed within three years, and to be worked by horse haulage only.

The new Company are to be authorised to contract with the Caledonian, the Glasgow and South Western, the North British, the Scottish Central, and the Edinburgh and Glasgow Railway Companies, the General Terminus and Glasgow Harbour Railway Company, and the Clyde Navigation Trustees, with respect to the use and working of the Company's intended Tramways, and the interchange of traffic.

Observations.

Section 27. The expression "terminal station" is not defined in this Bill.

Section 31. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is not less than 120 lbs.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz:—

The limits of deviation of Tramway No. 1. extend into the River Clyde along the whole length of the Tramway.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*Glasgow (City) Union Harbour Tramways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Glasgow (City) Union Railway Bill.

THIS Bill is to incorporate "The City of Glasgow Union Railway Company," with a capital of 800,000*l.* in 10*l.* shares, and 266,600*l.* by loan, and power to create 4½ per cent. debenture stock, for making a Railway, length 3 miles 28 chains, from a junction with the Glasgow and Paisley Joint Line, near and at the west of its Joint Station, passing over the River Clyde, between Victoria and Hutcheson Town Bridges, by a bridge of five arches, each of 75 feet span, thence north-eastward across College Green, by Garngad Turnpike, passing under the Garnkirk Line of the Caledonian Railway to a junction with the Sighthill Branch of the Edinburgh and Glasgow Railway, near and to the north of the road from Springburn to Germiston trains: and 7 Branches therefrom, of an aggregate length of 3 miles 30 chains, viz., to the Caledonian Railway towards Garnkirk, and towards Buchanan Street Station, and to its South Side Station; to the General Terminus and Glasgow Harbour Railway; to Saint Enoch's Square, and to the College of Glasgow: Objects.

To be completed within four years.

The new Company are to be authorised to contract with the Caledonian, the Glasgow and South Western, the North British, the Scottish Central, and the Edinburgh and Glasgow Railway Companies, the Monkland Railway Company, and the General Terminus and Glasgow Harbour Railway Company, with respect to the joint or separate use of any stations and depôts of the new Company, and the use and working of the intended Railways; and the new Company, and those Companies respectively, are to afford each other traffic facilities by through-booking, and carriages, station accommodation, and otherwise.

Section 30. The expression, "terminal station," is not defined in this Bill. Observations.

Section 35. The quantity of luggage now usually allowed in Railway Acts, to first-class passengers, is not less than 120 lbs.

Section 40. At page 18, line 17, mention is made of "so much of the Railways of the said other Companies respectively as the Company may pass over and use with their engines and carriages, under the powers hereinbefore contained."

It appears to be a question whether the Bill contains any provision empowering the new Company to pass over and use with their engines and carriages the lines of other Companies, so distinct in its terms as to the portions of Railway to be used, and as to the nature of the use, as the practice of Parliament requires when running powers are created.

On the subject of "Running Powers," *see* Observations under that head in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

Railway No. 1, at 7-8ths of a mile from its commencement, crosses the River Clyde by a bridge of 5 arches, of 75 feet span each—height of arches not given.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow (City) Union Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE, on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—LXIX.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.

Gloucester and Ledbury Railway Bill.

THIS Bill is to incorporate "The Gloucester and Ledbury Railway Company, with a capital of 200,000 *l.* in 20 *l.* shares, which may be converted into preferred 6 per cent. half shares and deferred half shares, and 66,600 *l.* by loan, for making— Objects.

Railways No. 1 and No. 4, of an aggregate length of 19 miles 63½ chains, from a junction with the Midland Railway in Barnwood Parish, about two miles east of its Gloucester Station, to a point in the parish of Maisemore, and thence to a junction with the Great Western Railway, Worcester and Hereford Line, at Ledbury;

No. 2. Length 30 chains, a junction spur from No. 1, southwestward to the Midland Railway at Barnwood;

No. 3. Length 1 mile 6 chains, to connect No. 1 at Maisemore with the Gloucester and Dean Forest Railway at Town Ham;

No. 5. Length 33 chains, to connect No. 1 with the authorised line of the Worcester, Dean Forest, and Monmouth Railway at Oxenhall; and

No. 6. Length 25 chains, a junction spur from No. 4 to the Great Western Railway at Ledbury, to be completed within five years.

The new Company are to be empowered—

To lay down additional rails for the narrow gauge on the Gloucester and Dean Forest Railway between the intended junction and its station at Gloucester, and thence to the junction of that Railway with the Midland Railway;

To run over the Great Western Railway, Worcester and Hereford Line, between the intended junctions and the Ledbury station, and the Burton station at Hereford; over the Gloucester and Dean Forest Railway between the intended junction and its junction with the Midland Railway, and over the Midland Railway between the intended junction and its Gloucester station;

To require all or any of the London and North Western, the Midland, the Great Western, the Shrewsbury and Hereford, the Gloucester and Dean Forest, and the Worcester Dean Forest and Monmouth Railway Companies, to afford facilities to the new Company's traffic, by through booking and carriages, and interchange of rolling stock;

To contract with those six Companies, or any of them, with respect to the use, working and traffic of the intended Railways.

Section 45. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. Observations.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instances, viz.:

Railway No. 1 crosses the eastern branch of the Severn, about a mile above Gloucester, by a bridge of two arches, one fixed and one opening, each of 50 feet span and 8 feet high. It also crosses the western branch by a bridge of three arches, each of 80 feet span and 6 feet high.

Railway No. 3 crosses the western branch of the Severn, by a bridge of three arches, each 80 feet span and 6 feet high.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863.

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Gloucester and Ledbury Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of SESSION 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Great Eastern Northern Junction Railway Bill.

THIS Bill is to incorporate the Great Eastern Northern Junction Railway Company, with a capital of 1,500,000 *l.* in 10 *l.* Shares, of which 750,000 may be subscribed by the Great Eastern Railway Company, and 500,000 *l.* by mortgage, or debenture stock, for making,— **Objects.**

Railway No. 1, length 108 miles 65 chains, from a junction with the authorised line of the West Riding and Grimsby Railway at Owston in the West Riding of Yorkshire, passing by the west of Gainsborough and of Lincoln, the east of Sleaford and Bourn, and the west of Peterborough, by Ramsey and the east of Somersham, to a junction with the Saint Ives and Cambridge line of the Great Eastern Railway at Long Stanton in the County of Cambridge;

And 14 Branch Railways therefrom, of an aggregate length of 21 miles 27 chains, to form junctions,—

Nos. 2 and 3, with the South Yorkshire and Great Northern Railways, at Doncaster;

No. 4, with the Lancashire and Yorkshire Railway at Owston;

No. 5, with the Thorne Branch of the South Yorkshire Railway, at Barnby-upon-Don;

Nos. 6 and 7, with the Manchester, Sheffield, and Lincolnshire Railway at Bole and at Gainsborough;

No. 8, with the Great Northern Railway. at Skellingthorpe, near Lincoln;

No. 9, with the Newark and Lincoln Line of the Midland Railway, at Boultham near Lincoln;

Nos. 10 and 11 with the Manchester, Sheffield, and Lincolnshire Railway, at and to the east of Lincoln;

No. 12 with the Boston, Sleaford, and Midland Counties Railway, near and at the east of its Sleaford Station;

No. 13, with the Spalding and Bourn Railway, at Bourn;

No. 14, with the Peterborough and Ely Line of the Great Eastern Railway, near its Peterborough Station; and

No. 15, with the Saint Ives and March Line of the Great Eastern Railway, at Somersham;

To be completed within five years;

To run over and use the Lines of the Manchester, Sheffield, and Lincolnshire Railway between the intended Branch Railways, Nos. 6 and 7, near Gainsborough; and between Nos. 9 and 11, near Lincoln; the Midland Railway Station at Lincoln; the Great Northern Railway between the West Riding and Grimsby Railway and the intended Branch Railway No. 3; the West Riding and Grimsby Railway; and the Great Northern Railway Stations at Doncaster.

The Bill also empowers the West Riding and Grimsby, and the Great Eastern Railway Companies to run over and use the intended new Railways;

The new Company and the Great Eastern Railway Company to contract with respect to the transmission of traffic over their respective systems;

And the Great Eastern Railway Company to raise their subscription to the new undertaking by creating new ordinary or preference shares in their own undertaking.

Section 33. Reference may be made to the observations, on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. **Observations.**

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Railway No. 1 crosses the following Rivers, viz.:—

The Don, near Kirk Sandall (particulars of bridge not given).

The Idle, below Idle Stop, by a bridge of one arch of 70 feet span and 10 feet high, and 39 other arches, each 20 feet span and 9 feet high;

The Trent, about 150 yards above Gainsborough Bridge, by a bridge of 3 arches of 100 feet span each, and 14 feet high;

The Welland, at Market Deeping, by a bridge of 3 arches of 30 feet span each, and 4 feet high;

The Nene, about half a mile below Peterborough Bridge, by a viaduct of 2 arches of 50 feet span each, and 8 feet high;

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
Febuary 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Great Eastern Northern Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House ot Commons,
dated 5 February 1864;

"THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Great Eastern Railway (Highbeech Branch) Bill.*
2. *Great Eastern Railway (St. Ives to Ramsey) Bill.*

1. *Great Eastern Railway (Highbeech Branch) Bill.*

THIS Bill is to empower the Great Eastern Railway Company— Objects.

To make a Railway, length 7 miles 29 chains, from a junction with the Company's Loughton Line, near the junction of the latter with the Company's Cambridge Line at Leyton, to a point in Epping Forest, near Fairmead House, south of Highbeech Green; to be completed within five years:

To raise 120,000 *l.* as new ordinary or preference capital, and 40,000 *l.* by mortgage.

No observation is necessary.

2. *Great Eastern Railway (St. Ives to Ramsey) Bill.*

THIS Bill is to empower the Great Eastern Railway Company— Objects.

To make a Railway, length 9 miles 43½ chains, from a junction with their Wisbech and St. Ives Line, near the St. Ives Station, to a junction with the Ramsey Railway, near its Station at Ramsey, in the County of Huntingdon; to be completed within five years:

To raise 45,000 *l.* as new ordinary or preference capital, and 15,000 *l.* by mortgage or by debenture stock.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[1. *Great Eastern Railway* (*Highbeech Branch*) *Bill.*]

[2. *Great Eastern Railway* (*St. Ives to Ramsey*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Great Northern, and Leeds, Bradford and Halifax Junction Railways Amalgamation Bill.

Objects.

BY this Bill, the Leeds, Bradford, and Halifax Junction Railway Company are to be dissolved, and their undertaking, including works to be authorised in this Session, and also including their powers and privileges over other undertakings, is to be amalgamated with that of the Great Northern Railway Company, as from 30 June 1863 the authorised share capital of the former Company, stated to be 575,000*l.*, is to become "Great Northern (Leeds, Bradford, and Halifax) Railway stock," at par, entitled to half-yearly dividends at the rate of 6 per cent. per annum, with the addition at the end of each year of any amount which in that year may have been paid upon the ordinary stock of the Great Northern Railway Company beyond the rate of 6 per cent per annum.

The authorised loan capital of the dissolved Company is stated to be 180,000*l.*

Observations.

It may deserve consideration whether the amounts of the paid-up share capital and of the actual mortgage debt of the Leeds and Bradford Company should not be stated in the Bill.

Reference may be made to the Observations on "Amalgamation, Sale, and Lease" in the General Report of the Board of Trade on the Railway Bills of this Session, page 18.

It is to be observed that all running powers which the Leeds and Bradford Company are now entitled to exercise over other Railways, are proposed to be transferred to the Great Northern Railway Company. On this point, see Observations on "Running Powers" in the above-mentioned General Report, page 19.

Section 7. The 6 per cent. dividend created by this clause appears to be intended to be preferential. The Bill contains no clause for preserving existing preferences.

Board of Trade,
February 1864.

James Booth.

[*Great Northern, and Leeds, Bradford and Halifax Junction Railways Amalgamation Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*
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FURTHER REPORT from the Board of Trade,
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"THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Great Northern and Western (of Ireland) Railway (No. 1) Bill.*
2. *Great Northern and Western (of Ireland) Railway (No. 2.) Bill.*

1. *Great Northern and Western (of Ireland) Railway (No. 1) Bill.*

THIS Bill is to authorise the Great Northern and Western (of Ireland) Railway Company— Objects.

To raise further sums of 30,000 *l.* by new preference shares, and 10,000 *l.* by loan:

To create 5 per cent. Debenture Stock.

The Preamble purports to set forth the sums which the Company have been authorised to raise. Observations.

It omits, however, the sums of 90,000 *l.* and 30,000 *l.* authorised by the recited Act of 1862.

2. *Great Northern and Western (of Ireland) Railway (No. 2) Bill.*

This Bill is to authorise the Great Northern and Western (of Ireland) Railway Company— Objects.

To run over the portion of the Midland Great Western of Ireland Railway between the respective junctions therewith of the Great Northern and Western and the Great Southern and Western Railways, near Athlone, and to use the stations on that portion of Railway:

To contract with the Great Southern and Western Railway Company with respect to the working of the Great Northern and Western Railway and the interchange and transmission of traffic:

To issue shares to the amount of 51,000 *l.* in the capitals amounting to 154,000 *l.*, authorised by the Company's Acts of 1861 and 1862, as 5 per cent. preference capital, which may have priority over shares in the Company held by the Midland Great Western Railway of Ireland Company.

Section 3. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. Observations.

Board of Trade,
February 1864.

James Booth.

[1. *Great Northern and Western (of Ireland) Railway (No. 1) Bill.*]

[2. *Great Northern and Western (of Ireland) Railway (No. 2) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
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FURTHER REPORT from the Board of Trade,
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dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Great Northern Railway, No. 2 (Lincoln to Bourn) Bill.*
2. *Great Northern Railway, No. 3 (Doncaster to Gainsborough, &c.) Bill.*

1. *Great Northern Railway, No. 2 (Lincoln to Bourn) Bill.*

THIS Bill is to empower the Great Northern Railway Company— Objects.

To make (1) a Railway, length 17 miles 61 chains, from a junction with the Company's Loop Line, near and to the east of its station at Lincoln, to a junction with the Boston, Sleaford, and Midland Counties Railway, at the eastern end of its Honington Station; (2) a Branch, length 1 mile 43½ chains, from (1) at Carlton Scroope to form an eastward Junction with the Boston, &c., Railway at Sudbrooke; and (3) a Railway, length 17 miles 10 chains, from the Boston, &c., Railway, near and to the east of its station at Sleaford to a junction with the Bourn and Essendine Railway at Bourn:

To widen Wigford-street at the north of the Company's Station at Lincoln:

Such works to be completed within five years:

To raise 310,000 *l.* as new ordinary, or preference capital, and 103,000 *l.* by mortgage or debenture stock.

The Bill provides for the amalgamation with the Company of

(1.) The Bourn and Essendine Railway Company, as from 1st January 1864, on the terms of the shareholders in that Company having "Great Northern (Bourn and Essendine) Stock" at par, with a fixed dividend at 2½ per cent. per annum:

(2.) The Boston, Sleaford, and Midland Counties Railway Company, as on 1st January 1868, on the terms of the shareholders in that Company having "Great Northern (Boston and Sleaford) Stock," at par, with a fixed dividend at 4 *l.* 2 *s.* 6 *d.* per cent. per annum; and in the meanwhile stated yearly sums to be payable by the Company to the Boston, &c., Company, in addition to the interest of their mortgage debt, and the rentcharge of 350 *l.* due from them to the Black Sluice Commissioners.

See observations on "Amalgamation Sale and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18. Observations.

2. *Great Northern Railway, No.* 3 (*Doncaster to Gainsborough, &c.*) *Bill.*

Objects.

THIS Bill is to empower the Great Northern Railway Company—

To complete their Loop Line between Doncaster and Gainsborough, by making a Railway, No. 1, length 17 miles 50¼ chains, from the Company's Main Line at Cantley, near and to the south of Doncaster, in Yorkshire, to the Company's Loop Line near and to the south of Gainsborough; with No. 2, length two miles 63 chains, a Branch from No. 1 to the Manchester, Sheffield and Lincolnshire Railway, near and to the west of the River Trent; and No. 3, length 46¼ chains, a Junction Curve at Gainsborough between the last-mentioned Railway and the Company's Loop Line, near and to the east of the River Trent:

To alter the gradients of the Company's Loop Line from the intended junction of No. 1, at Gainsborough, to a point at Torksey, near Sykes Lane:

Such works to be completed within four years:

To raise 408,000 *l.* as new ordinary or preference capital, and 136,000 *l.* by mortgage, or debenture stock.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

> Railway No. 1 crosses the River Trent above Gainsborough by a bridge of one arch of 150 feet span, and two arches of 60 feet span; all 22 feet in height.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Great Northern Railway, No.* 2 (*Lincoln to Bourn*) *Bill.*]

[2. *Great Northern Railway, No.* 3 (*Doncaster to Gainsborough, &c.*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,* 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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Great North of Scotland Railway Bill.

THIS Bill is to authorise the Great North of Scotland Railway Company to contribute, in addition to already authorised subscriptions, and in discharge of unauthorised advances, to the capitals of the following undertakings; viz., Objects.

	£.
Keith and Dufftown Railway - - - -	10,000
Strathspey Railway - - - - -	50,000
Morayshire Railway - - - - - -	15,000

And to raise those sums by new ordinary or preference stock.

Section 1. If the proposed additional contributions be sanctioned, it might properly be provided more distinctly that they shall be made by way of subscription for original shares in the capitals of the respective undertakings mentioned in this clause, and not by way of addition to those capitals. Observations.

Section 3. It appears to be a question whether the present Bill is not one in which, in respect of the powers of raising additional capital contained in this clause, it would be proper to incorporate Part II. Additional Capital, of the "Companies Clauses Act, 1863." By such incorporation, the two provisoes in Section 3 of the Bill would be rendered unnecessary.

Board of Trade,
February 1864.

James Booth.

[*Great North of Scotland Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Great Western Railway Bill.

THIS Bill is to empower the Great Western Railway Company—

To take lands at Westbourne Park, Paddington, adjoining the south side of their Railway, and east of Queen's Road; at Middle Duffryn and Mountain Ash, in the parish of Aberdare; at Kidderminster, adjoining the Company's West Midland Line, south of Kidderminster Station; and at Chirk, adjoining the Company's Shrewsbury and Chester Line: Objects

To make a Railway, length 33¾ chains, at Worcester, in connexion with the coal depôt siding of the Company's West Midland Line; to be completed within three years:

To take a lease or transfer of all or any part of the undertaking already authorised, and to be authorised in the present Session, of the Hammersmith and City Railway Company; and of all or any part of the undertaking of the Tenbury and Bewdley Railway Company:

To contract with the Hammersmith and City Railway Company with respect to the construction and working of that Company's Railways already authorised and to be authorised in the present Session:

To contract with the Oswestry and Newtown Railway Company with respect to the use of that Company's station at Oswestry, and of their line between that station and its junction with the Great Western Railway:

To add the narrow gauge to, or substitute it for the broad gauge, on the Hereford, Ross, and Gloucester Railway:

To raise 500,000 *l.* for the general purposes of the Company's undertaking, as new ordinary or preference capital, or as to the whole or any part, by mortgage.

The Bill authorises the appointment by the Company and the London and North Western Railway Company of a single joint committee for the management of the several stations and portions of Railway at Chester, at Shrewsbury, at Hereford, and at Dudley, and of the Shrewsbury and Hereford, the Birkenhead, the Shrewsbury and Wellington, and the West London [Extension ?] Railways, in which the two Companies are jointly interested.

The Bill also provides for the establishment and management of a Superannuation Fund for the officers and servants of the Company, to which the Company are to contribute half-yearly out of their revenues a sum equal to the amount of the half-year's contributions of the officers and servants; and for the establishment, by subscriptions of the Company's officers and servants, of a fund for guaranteeing their good conduct.

Section 5. The enacting part of the Bill does not, as is usual, limit the use of the lands to be taken to the purposes of the Company's undertaking. Observations.

Sections 13 and 14. Reference may be made to the observations on "Amalgamation, Sale and Lease," including those on "Notice of Transfer," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18.

Section 33. It does not appear on what ground it is proposed that the Company may raise by mortgage the whole of the additional sums to be raised by them under this Bill, instead of, as is usual, one-fourth part only of such sums.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Great Western Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Greenwich and South Eastern Docks Bill.

BY this Bill it is proposed that the powers of the Greenwich and South Eastern Docks Company, for the compulsory purchase of land and for completion of works, granted in 1859 for five years, shall be extended as to compulsory purchase for three years, and as to completion of works for five years. Object.

Section 4. This Bill does not, in accordance with the practice of Parliament, reserve to parties aggrieved by the extension of time, compensation for additional damage occasioned thereby. See the provisions for this pupose in the Railways Clauses Act, 1863, s. 20. Observation.

Board of Trade,
February 1864.

James Booth.

[*Greenwich and South Eastern Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Halifax, Huddersfield, and Keighley Railway Bill.

THIS Bill is to incorporate "The Halifax, Huddersfield, and Keighley Railway Company" with a capital of 650,000 *l.*, in 10 *l.* shares, and 216,000 *l.* by loan, for making a Railway, length 20 miles 25 chains, from a junction with the London and North Western and the Lancashire and Yorkshire Railways, or one of them, at the north end of the Huddersfield Station, passing by Halifax, Bingley, and Keighley, to a junction with the Midland Railway, at Hawkcliff Cottage, in the parish of Kildwick; and branches therefrom, lengths 1 mile 60 chains, and 44 chains, to Brook Royd Mill, at Halifax, and to the authorised line of the Keighley and Worth Valley Railway, at Keighley; to be completed within five years. Objects.

The Company are to be authorised to run over the Lancashire and Yorkshire Railway, between the intended junction and the towns of Huddersfield and Penistone, with the use of the joint stations at Huddersfield, and the station at Penistone; over the Manchester, Sheffield, and Lincolnshire Railway, between its junction with the Lancashire and Yorkshire Railway near Penistone, and its Penistone Station, and between the same junction and the Barnsley Branch; over the London and North Western Railway, between the intended junction therewith and its junction with the line to Penistone of the Lancashire and Yorkshire Railway; and over the Midland Railway between the intended junction therewith and the town of Skipton, with the use of Skipton Station; and the Company are to be entitled to facilities for traffic from and to those several Railways by through booking and otherwise.

The Company are to be authorised to contract with the Midland, the London and North Western, the Lancashire and Yorkshire, the Manchester, Sheffield, and Lancashire, and the Keighley and Worth Valley Railway Companies, and the South Yorkshire Railway and River Dun Company, or any of them, with respect to the use and working of the intended Railways, and the interchange of traffic.

Section 15. In this clause, relating to level crossings, there should be a reference to the provisions of "The Railways Clauses Act, 1863." Observations.

Section 29. See the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

[*Halifax, Huddersfield, and Keighley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Hamilton and Strathaven and Caledonian Railway Companies Bill.

Objects.

THIS Bill is to amalgamate, as from 1st August 1864, the Hamilton and Strathaven Railway Company, incorporated in 1857, with the Caledonian Railway Company, on the terms of the latter Company paying off at par the holders of the existing 16,910 *l.* five per cent. preference shares in the former Company, and converting the 53,090 *l.* ordinary stock of the latter Company into a "Caledonian Railway, Hamilton and Strathaven Stock," to be entitled after 31st July 1865 to stated dividends, which, after the year ending 31st July 1870, will be at the rate of 4 per cent. per annum, but subject to reduction in the event of the liabilities of the Hamilton and Strathaven Railway Company exceeding 36,500 *l.*

For the redemption of the 5 per cent. preference stock, and for the purposes of the Hamilton and Strathaven Railway Act, 1857, the Caledonian Railway Company are to be authorised to raise 27,000 *l.* by new ordinary or preference shares, and 26,500 *l.* by loan.

The tolls for the Hamilton and Strathaven Railway are to be assimilated to those for the Caledonian Railway Company's Clydesdale Junction Line.

Observations.

By Sections 4 and 16 it is proposed to repeal provisions relating to tolls, &c., in the Hamilton and Strathaven Railway Act, 1857 (c. 128), and to assimilate the tolls on the Hamilton and Strathaven Railway to those leviable for the Clydesdale Junction Line (under 9 & 10 Vict. c. 379). It does not appear that the rates of tolls and charges now leviable on the Hamilton and Strathaven Railway will be altered. But it is to be observed that among the provisions proposed to be repealed is Section 43 of the Act of 1857, which allows to first, second, and third-class passengers on the Hamilton and Strathaven Railway 112 lbs., 100 lbs., and 60 lbs. weight of luggage free from luggage, the effect of which repeal, together with Section 16 of this Bill, will have the effect of reducing the weight of luggage which the three classes of passengers may take with them free from charge to 100 lbs., 60 lbs., and 40 lbs., the maximum weights allowed by the Clydesdale Junction Railway Act, 9 & 10 Vict. c. 379, s. 43.

Sections 7 and 12 appear to provide for a compulsory acceptance by the holders of the existing 5 per cent. preference shares of the Hamilton and Strathaven Railway Company of the terms of redemption here mentioned. In the preamble of this Bill, pages 4 and 5, it is stated that these terms "have been arranged." It seems to be matter for inquiry whether the holders of the shares in question consent to the terms on which it is proposed to pay them off.

Section 14. It is to be observed that, while the authorised share and loan capitals of the Hamilton and Strathaven Railway Company are 70,000 *l.* and 23,300 *l.*, the Caledonian Railway Company propose that, in respect of the intended amalgamation, they shall be authorised to create shares to the amount 80,000 *l.*, and to borrow 26,500 *l.*

Board of Trade,
February 1864.

James Booth.

[*Hamilton and Strathaven and Caledonian Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Hammersmith and City Railway Bill.

THIS Bill is to empower the Hammersmith and City Railway Company,— Objects.

To make the following Extension Railways, viz:—

No. 1, length two miles 47¼ chains, from a junction with the Company's Main Line near and to the south of Ravenscourt Road, crossing over King-street, Hammersmith, and by the south of Turnham Green, to the south eastern part of Strand-on-the-Green, Chiswick;

No. 2, length one mile 35¾ chains, in continuation of No. 1, southward, crossing over the Brentford Loop Line of the South Western Railway, then over the Thames, and passing by the west side of Sandy Lane, to a point on the Mortlake Road, near Richmond;

No. 3, length one mile one chain, and No. 4, length 52 chains, in continuation of No. 2, to Upper Hill-street, and to the London and South Western Railway Station at Richmond;

No. 5, length 64¾ chains, to connect the Company's Main Line with the West London Railway at its Kensington Station;

No. 6, length 28 chains, to connect No. 3, at Mortlake Road, with the London and South Western Railway (Richmond Line), at a point north of Marsh Gate; to be completed in five years;

To contract with the Great Western, the Metropolitan, the London and South Western, the London and North Western, the North and South Western Junction, and the West London Extension Railway Companies, or any of them, with respect to the working and traffic of the intended Railways;

To raise 390,000 *l.* by 10 *l.* shares, to form a separate capital, but which may be subsequently united with the Company's present capital; and 130,000 *l.* by loan.

Section 5. In this clause, after "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith." It would then be unnecessary to refer to the powers of deviation in the General Act of 1845; the proposed form of referring to which causes doubt as to the due saving of provisions other than those relating to deviation. Observations.

Section 18. Instead of 112lbs. as here proposed, the quantity of luggage now usually allowed to first-class passengers in Railway Acts is not less than 120lbs.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz:—

> Railway No. 2 crosses the River Thames below Kew Bridge, by a viaduct consisting of four spans, of 120 feet each, and all 20 feet high, above Trinity high-water mark.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

The south western portion of the intended Railways, and the point of crossing the Thames, are nearly the same as in the schemes proposed by the *London and South Western Railway (Kensington, &c.)* Bill, and by the *North and South Western Junction Railway* Bill of this Session.

Board of Trade, *James Booth.*
February 1864.

[*Hammersmith and City Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Hammersmith and Wimbledon Railway Bill.

Objects.

THIS Bill is to incorporate "The Hammersmith and Wimbledon Railway Company," with a capital of 300,000 *l.* in 10 *l.* shares, and 100,000 *l.* by loan, for making a Railway (1) length 8 miles 67 chains, from a junction with the authorised main line of the Hammersmith and City Railway, near the junction of Grove-road and Bradmore-lane, Hammersmith, thence passing westward and then southward over Albion-road, and King-street, Hammersmith, across the River Thames above Hammersmith Bridge, by the east of Barnes and Roehampton, across Putney South Common, under the south-western part of Wimbledon Common, and then eastward to a junction near Morden Station, with the Wimbledon and Croydon Railway; and branches (2), (3), and (4), lengths 26 chains, 34½ chains, and 33 chains, from (1) to the Richmond line of the London and South Western Railway at Barnes Station, and to the main line of that Railway, at Wimbledon Station, and near Coombe lane, Wimbledon; to be completed within five years.

The Company are to be authorised to contract with the Metropolitan, the Great Western, the Hammersmith and City, the London and South Western, and the London, Brighton, and South Coast Railway Companies, or any of them, with respect to the working, use, and traffic of the intended Undertaking.

Observations.

Section 15. It would seem to be desirable that the reservation in this clause should extend to the "provisions generally," and not to the "powers of deviation" only, contained in the Acts and parts of Acts incorporated with the Bill.

Section 29. The quantities of luggage now usually allowed in Railway Acts to first and second-class passengers, are 120 lbs. and 100 lbs. respectively, not 100 lbs. and 80 lbs. only.

Interferenee with Tidal Waters.

My Lords have to observe, that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

Railway No. 1 crosses the River Thames above Hammersmith Bridge by a viaduct consisting of four spans of 120 feet each, all 20 feet high above Trinity high-water mark.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."
The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*Hammersmith and Wimbledon Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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1. *Hayling Railways Bill.*
2. *Helston and Penryn Railway Bill.*

1. *Hayling Railways Bill.*

THIS Bill proposes—

Objects.

To change the name of the Hayling Railways Company to "The Hayling Railway and Harbour Company":

To authorise the Company to make Extension Railways: (1) length 1 mile 7¾ chains, from their authorised line at Hayling Ferry, to Seaview Terrace, near the Esplanade of South Hayling; and (2) length 8½ chains, to connect the London, Brighton, and South Coast Railway, at the east end of its Havant Station, with the Company's authorised line; to be completed wthin two years:

To make a Dock and Harbour, and Channel therefrom to the deep water of Langston Harbour; to be completed within five years:

To exercise, for a further period of two years, the powers in the Company's Act of 1860 for constructing Railway (2) authorised by that Act:

To raise further sums of 10,000 *l.* by new ordinary or preference shares, and 3,300 *l.* by loan, for the purposes of the Company's authorised works; 6,000 *l.* by ordinary shares, and 2,000 *l.* by loan, for the purposes of the Dock Undertaking; and 6,000 *l.* by ordinary shares, and 2,000 *l.* by loan, for the purposes of the Extension Railways. The share and loan capitals and receipts for the authorised Railways and Extension Railways to be kept distinct from the share and loan capitals and receipts of the Dock Undertaking:

To contract with the London and South Western and the London, Brighton and South Coast Railway Companies with respect to the management and interchange of and receipts from traffic on their respective Railways.

No observation is necessary.

2.—*Helston and Penryn Junction Railway Bill.*

Objects.

THIS Bill is to incorporate "The Helston and Penryn Railway Company," with a capital of 120,000 *l.* in 20 *l.* shares, and 40,000 *l.* by loan, for making a broad gauge Railway, length 9 miles 50¾ chains, from Helston to a junction with the Cornwall Railway, at Penryn; to be completed within five years.

The Bill provides that the Company shall add rails for the narrow gauge, when required by the Board of Trade.

The new Company are to be authorised to run over and use the Penryn Station of the Cornwall Railway Company, and to contract with that Company with respect to the use, working, and traffic of the intended Railway.

Observations.

Section 20. *See* observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session (page 20).

Section 25. With respect to the proposed mode of adjusting the terms on which other Companies may use the narrow gauge, when laid on the intended Railway, it is desirable that after "Board of Trade," at the end of this clause, should be added, "or by an arbitrator to be appointed by that Board."

Section 35. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Hayling Railways Bill.*]
[2. *Helston and Penryn Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Henley-in-Arden Railway Bill.

Objects.

THIS Bill is to empower the Henley-in-Arden Railway Company, whose name is to be changed by the Bill to "The Hampton and Studley Railway Company," to make Extension Railways:—

(1.) Length 6 miles 25½ chains, from a point in the Company's authorised line in the parish of Beaudesert, northwestward to a junction with the authorised line of the Evesham and Redditch Railway at Sambourne, near Studley; and, (2.) Length 8 miles 32 chains, from a point in the Company's authorised line near its intended junction with the Great Western Railway, northward to a junction with the Midland Railway near its junction with the London and North Western Railway at Hampton-in-Arden; to be completed within five years.

The Bill is to renew for three years the powers of compulsory purchase in respect of the Company's authorised line of 1861, which expired in 1863, and to extend for *five* years the period of three years limited by the Act of 1861 for the completion of that line.

The Company are to be authorised to contract with the Great Western, the Midland, and the London and North Western Railway Companies, jointly or separately, with respect to the use, working and traffic of the Company's authorised and proposed Railways:

To raise additional sums of 95,000 *l.* as new ordinary or 6 per cent. preferential capital, and 31,660 *l.* by loan.

Observations.

Section 3. The words, "So far as is hereinafter provided," though, perhaps, intended to modify the incorporation of the two Acts of 1863, seem objectionable, as being grammatically applicable to the Acts of 1845, which are not afterwards mentioned in the Bill.

It may deserve consideration whether the parts of the two Acts of 1863 which are to be incorporated with the Bill should not, as is usual, be specified with the other incorporated Acts in section 3, instead of being partially referred to in sections 9, 12, and 25.

Section 17. It may deserve consideration whether "small parcels" should not be excepted from the "goods," for the loading, &c., of which a terminal charge is proposed to be authorised.

Section 19. The latter part of this clause, apparently having for its object to enlarge the powers of the Directors of the Company, is unusual, and seems to be objectionable.

Section 24. With reference to the proposed power to attach a 10 per cent. preference dividend to the additional share capital for the Extension Railways, it is to be observed that the Company have not opened their original line.

Board of Trade,
February 1864.

James Booth.

[*Henley-in-Arden Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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Hereford, Hay, and Brecon Railway Bill.

THIS Bill is to empower the Hereford, Hay, and Brecon Railway Company to make Railways— Objects.

No. 1, length 36¾ chains, from a junction with the Company's Line, at a point about ¼ mile from its Hereford terminus to a junction with the Great Western Railway at the southern end of its Barton Station at Hereford;

Nos. 2 and 3, of a joint length of 70 chains, from a junction with the Company's Line at the first mentioned point to a junction with the Shrewsbury and Hereford Railway, near its Barrs Court Junction with the Great Western Railway; to be completed within five years.

To run over the Great Western Railway between its Barton Station and the Barrs Court Junction, and over the Shrewsbury and Hereford Railway, between that junction and its Barrs Court Station; and to use those two stations, with booking offices and other traffic facilities thereat:

To contract with the Mid-Wales Railway Company with respect to the working and traffic of the Railways of the two Companies:

To guarantee any dividend on the capital of the Kington and Eardisley Railway Company:

To raise additional sums of 15,000*l.* as new ordinary or preference capital, and 5,000*l.* by loan.

Section 12. See observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. Observations.

Section 16. The Bill does not specify any maximum of the rate of dividend which may be guaranteed under this power, as would seem to be required by the practice of Parliament.

Board of Trade.
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Hereford, Hay, and Brecon Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Holywell Railway Bill.

Objects.

THIS Bill is to incorporate "The Holywell Railway Company," with a capital of 30,000 *l.* in 10 *l.* shares, and 10,000 *l.* by loan, for making Railways or Tramways,—No. 1, length 1 mile 53 chains, from a point in the town of Holywell, Flintshire, near the White Horse Hotel, into the River Dee at Greenfield; No. 2, length 12¾ chains, from a point in No. 1, near its commencement, south-eastward to another point in Holywell; and No. 3, length 15½ chains, to connect No. 1 at Greenfield with the Chester and Holyhead Railway, at its Holywell Station; to be completed within five years.

The new Company are to be authorised—

To run over a portion of the Chester and Holyhead Railway, in and near its Holywell Station, and to use that Station, with services thereat to be performed by the London and North Western Railway Company:

To contract with that Company with respect to the working and traffic of the intended Railways.

The two Companies are to afford each other traffic facilities by through booking and carriages.

Observations.

Section 28. With respect to the proposed *six* mile "short distance," and the charge for fractions of a mile beyond *three* miles, it is to be observed that the whole length of the intended Railways is about *two* miles.

Section 36. *See* observations on "Running Powers," in the General Report of the Board of Trade, on the Railway Bills of this Session, page 19.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Railway No. 1 terminates on the foreshore of the Dee Estuary.

Railway No. 3 runs for a short distance, below high-water mark of the Dee Estuary.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway" of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Holywell Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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Isle of Purbeck Railway Bill.

THIS Bill is to empower the Isle of Purbeck Railway Company— Objects.

To make a deviation, length 4 miles 21 chains, from a point in their authorised line, in the parish of Corfe Castle, and terminating by a junction with the Southampton and Dorchester Line of the London and South Western Railway, near its Wareham Station; and a Tramway, length 3 miles 34 chains, on which horse haulage may be used, from a point in the parish of Church Knowle, to the southern bank of the River Frome, at Wareham; to be completed by 22d June 1868; and to be subject to the same provisions as the Company's authorised line, for working and traffic arrangements with the London and South Western Railway Company:

To raise further sums of 20,000 *l.* as new ordinary, or preference capital, and 6,660 *l.* by loan.

Section 2. In the last line but one of this clause, "expressly" should be inserted before "varied." Observations.

Section 18. With respect to the proposed power to create preference capital for, amongst other purposes, the new Tramway, it is to be observed that the Company have not opened their original line.

Interference with Tidal Waters.

MY Lords have to observe that interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Railway No. 1, at about one-quarter of a mile from its commencement, is to be carried across the River Piddle by a bridge of two arches of 30 feet wide each, and 8 feet high; and at about 1 mile from its commencement it crosses the river Frome, by a bridge of 3 arches, of 30 feet wide each, and 8 feet high.

The Tramway terminates on the south bank of the river Frome.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*Isle of Purbeck Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Kent Coast Railway Bill.

The objects of this Bill are—

To empower the Kent Coast Railway Company to take for stations, approaches, and approaches to the Esplanade and Sands at Ramsgate, additional lands at Graveney, Reculver, and St. George's, Ramsgate: Objects.

To authorise the Company to raise further sums of 90,000 *l.* by 20 *l.* shares, to rank with their existing deferred half-shares, and which may be divided into preferred and deferred half-shares; and 30,000 *l.* by loan:

To authorise the Company and the London, Chatham, and Dover Railway Company (in extension of their powers under "The London, Chatham, and Dover Railway (Various Powers) Act, 1861") to contract with respect to the leasing of the Company's undertaking to the Dover Company:

To repeal the provision in the Act of 1861, that, as regarded the extension to Ramsgate authorised in 1861, the power to lease should not arise until the Company had proved that they had paid up one-half of their authorised share capital, and had expended for the purposes of their Acts a sum equal thereto.

Section 8. This Bill, though it authorises the raising of additional capital, does not incorporate Part II. of "The Companies Clauses Act, 1863." Observations.

Section 18. It may be matter for inquiry, whether the ground of the proposed repeal of the proviso here referred to is that the Company have fulfilled the condition in question.

Board of Trade,
February 1864.

James Booth.

[*Kent Coast Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Kew, Turnham Green, and Hammersmith Railway Bill.

Objects.

THIS Bill is to incorporate "The Kew, Turnham Green, and Hammersmith Railway Company," with a capital of 70,000 *l.*, in 10 *l.* shares, and 23,300 *l.* by loan, for making Railways (1), length 2 miles 47½ chains, from Sydney House, Chiswick, near the Kew Station of the London and South Western Railway Loop Line, by the south and east of Turnham Green, then eastward by Starch Green, to a point at the Hammersmith New Road, opposite St. Katherine's Villas; (2), length 28½ chains, from the last mentioned point to a junction with the authorised line of the Hammersmith and City Railway, where it passes over the Uxbridge Road; and (3), length 71½ chains, from the same point to a junction with the West London Railway, near and to the north of its Kensington Station; to be completed within five years.

The Company are to be authorised—

To run over the Hammersmith and City, and the Great Western Railways, between the intended junction with the former, and the Paddington Station, and to use that station; and to run over the West London Railway, between the intended junction therewith, and its Kensington Station, and to use that station:

To contract with the Hammersmith and City, the London and North Western, and the Great Western Railway Companies, or any of them, with respect to the working, using, and traffic of the intended Railways.

Observations.

Section 22. See observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Section 34. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Sections 37–40 appear to be rendered unnecessary by the incorporation of "The Railways Clauses Act, 1836," and might be properly omitted.

Board of Trade,
February 1864.

James Booth.

[*Kew, Turnham Green, and Hammersmith Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE, on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Kingsbridge Railway Bill.*
2. *Kingston, Tooting, and London Railway Bill.*
3. *Kington and Eardisley Railway Bill.*

1. *Kingsbridge Railway Bill.*

Objects.

THIS Bill is to incorporate "The Kingsbridge Railway Company," with a capital of 130,000 *l.*, in 10 *l.* shares, and 43,000 *l.* by loan, for making a broad-gauge Railway, length 12 miles 28 chains, from a junction with the South Devon Railway, at half a mile westward from South Brent Station to a point in the parish of Westalvington, near Kingsbridge, in the County of Devon; to be ompleted within five years.

The new Company are to be authorised to contract with the South Devon Railway Company, with respect to the working and use of the intended Railway, and the interchange of traffic.

No observation is necessary.

Kingston, Tooting, and London Railway Bill.

Objects.

This Bill is to incorporate "The Kingston, Tooting, and London Railway Company," with a capital of 264,000 *l.*, in 10 *l.* shares, and 88,000 *l.* by loan, for making a Railway, length 10 miles 59 chains, from a point at Orchard-road Kingston, in the county of Surrey, passing by the south of Merton, the west of Mitcham, the east of Tooting and Balham Hill, and by Brixton to a junction with the London, Chatham, and Dover Railway Metropolitan Extension in Lambeth; and a Branch, length 35 chains, to connect the former intended Railway at Acre-lane, Lambeth, with the London, Chatham, and Dover Railway Metropolitan Extension at Clapham; to be completed within five years.

The new Company, and the London, Chatham, and Dover Railway Company, are to afford each other traffic facilities; and are to be authorised to contract with respect to the working and using of the proposed Railways, and the interchange of traffic.

No observation is necessary.

3. *Kington and Eardisley Railway Bill.*

This Bill is to empower the Kington and Eardisley Railway Company—

To make Railways, No. 1, length 4 miles 72¼ chains, from a point at Lyndales in their Branch authorised in 1862, to join the Leominster and Kington Railway, to Presteign; Nos. 2 and 3, lengths 30½ chains and 51½ chains, to connect No. 1 and the authorised Branch respectively with the Leominster and Kington Railway; and No. 4, length one mile 27¾ chains, at Presteign, in connection with No. 1; to be completed within five years:

To abandon a portion of the authorised Branch, at its intended junction with the Leominster and Kington Railway:

To run over the portion of the Leominster and Kington Railway between the intended junctions therewith of Nos. 2 and 3:

To contract with the Leominster and Kington and the Great Western Railway Companies, with respect to the use of and transmission of traffic on the respective Railways of the three Companies:

To raise further sums of 90,000 *l.* by new ordinary shares, and 30,000 *l.* by loan.

Observations. Section 7. *See* observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 15. *See* observations on "Running Powers" in the above-mentioned General Report, page 19.

Board of Trade,
February 1864.

James Booth.

[1. *Kingsbridge Railway Bill.*]
[2. *Kingston, Tooting, and London Railway Bill.*]
[3. *Kington and Eardisley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

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Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session,"

Knutsford and Warrington Railway Bill.

Objects.

THIS Bill is to incorporate "The Knutsford and Warrington Railway Company" with a capital of 130,000*l.* in 5*l.* shares, and 43,300 *l.* by loan, for making a Railway, length, 9 miles 44 chains, from a junction with the authorised line of the Cheshire Midland Railway at Nether Knutsford to a junction with the Warrington and Stockport Railway, at Grappenhall, near Warrington; and a Railway, length 27½ chains, from the former to another point at Grappenhall; to be completed within five years.

To contract with the Cheshire Midland, and the Warrington and Stockport Railway Companies, or either of them, with respect to the working and traffic of the intended Railways. The new Company, and each of the other two Companies, are to afford each other facilities for the interchange and transmission of traffic.

The Manchester, Sheffield, and Lincolnshire Railway Company are to be authorised to subscribe for 90,000*l.* of the new Company's capital, which sum they may raise by new shares; and to guarantee 5 per cent. interest on all or any part of the new Company's capital.

Sections 5 and 7. With respect to the proposed amounts of the Company's share capital and borrowing powers—viz., 130,000*l.* and 43,300*l.*, it is to be observed that the estimate for the Railways (which appear to be the only contemplated works) is stated in Section 26 to be 90,000*l.* only.

Section 42. With respect to the proposed power to the Sheffield Company to guarantee interest or dividend, it is to be observed that the Bill does not preserve the priority of existing guarantees and preferences granted by that Company.

Board of Trade,
February 1864.

James Booth.

[*Knutsford and Warrington Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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1. *Lancashire and Yorkshire Railway (Additional Powers) Bill.*

2. *Lancashire and Yorkshire Railway (Blackburn, &c., Railway) Bill.*

1. *Lancashire and Yorkshire Railway (Additional Powers) Bill.*

Objects.

THIS Bill is to empower the Lancashire and Yorkshire Railway Company—

To take lands at the east side of Regent-street, Liverpool; at the Mill Hill Station of the Company's Blackburn and Preston Line; at the south-east side of Wall Gate, Wigan; at the Company's Goods Stations in Bradford and in Halifax; and at and near the Company's Mirfield Station:

To make a Railway, length 26 chains, from a point in the Company's Ardwick Branch to a point at Bradford Road, Manchester, to be completed within five years:

To make New Approaches to the Victoria Station, Manchester, from Long Millgate; and to the Blackpool Station of the Preston and Wyre Railway, from near the Claremont Hotel: and a new Road at Over Darwen, in the parish of Blackburn:

To raise 340,000 *l.* as new ordinary, or preferential capital, and 113,000 *l.* by loan.

The Bill further provides, in pursuance of a clause in "The West Yorkshire Railway Act, 1863, that, if "The North Eastern, Lancashire and Yorkshire and West Yorkshire Railway Companies" Bill of this Session (which also proposes to give effect to that clause) do not pass, the Lancashire and Yorkshire Railway Company shall become jointly interested in equal moieties with the West Yorkshire Railway Company in the construction and ownership of "The Methley Railway," from the West Yorkshire Railway to the lines of the North Eastern and the Lancashire and Yorkshire Railway Companies at Methley, which the West Yorkshire Railway Company were authorised by their Act of 1863, to construct.

Observations.

Section 23. In cases like the present, where a Railway is to be constructed and managed by a Joint Committee, it is usual and it seems desirable, either to make the 135th section of "The Companies Clauses Consolidation Act, 1845," relating to service of notices on a Company, applicable to the Joint Committee, or to declare expressly in what manner notices may be served on it.

Sections 44 and 47. With respect to the amount proposed to be made raiseable by the Lancashire and Yorkshire Railway Company under these clauses, which, as it would seem, is intended to include the amount to be raised for the purposes of their share in the construction and ownership of "The Methley Railway," it is to be observed that by "The North Eastern, Lancashire and Yorkshire, and West Yorkshire Railway Companies" Bill above mentioned, it is proposed to authorise the Lancashire and Yorkshire Railway Company to raise a sum of 25,000 *l.* by shares, and a further sum by loan, for the same purpose; and that if

that Bill be passed, a portion of the proposed new share and loan capital in this Bill may become unnecessary.

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2. *Lancashire and Yorkshire Railway (Blackburn, &c., Railway) Bill.*

Objects.

THIS Bill is to empower the Lancashire and Yorkshire Railway Company—

To make three Railways; No. 1, length 7 miles 30 chains, from a junction with the Company's Blackburn and Preston Line, at the westward of Cherry Tree Station, to a junction with the Bolton and Preston Line of the North Union Railway, at the northward of Chorley Station; No. 2, length 3 miles 7¾ chains, from a junction with the Company's Liverpool and Bury Line at Hindley, to a junction with the Bolton and Preston Line at Blackrod; and No. 3, length 1 mile 30 chains, from a point in the Bolton and Preston Line at the northward of the Blackrod Station to Horwich; to be completed within five years.

To raise further sums of 210,000 *l.* as new, ordinary, or preference capital, and 70,000 *l.* by loan.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Lancashire and Yorkshire Railway (Additional Powers) Bill.*]
[2. *Lancashire and Yorkshire Railway (Blackburn, &c., Railway) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed, 5 February* 1864.

FURTHER REPORT from the Board of Trade,
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Lancashire Union Railways Bill.

THIS Bill is to incorporate "The Lancashire Union Railways Company," with a capital of 500,000 *l.* in 100 *l.* shares, and 166,000 *l.* by loan, for making the following Railways, viz.:— Objects.

(1.) Length 11 miles 62 chains, from a point in the Broad Oak Line of the Saint Helens Railway at Parr, to Haigh, in the Parish of Wigan;

(2.) Length 16 miles, from a point in the North Union Railway, between Wigan and Standish, to Blackburn;

(3.) Length 62 chains, to connect the Main Line of the Saint Helens Railway, at Sutton, with its Broad Oak Line at Parr;

(4) (5) (6) and (7). Lengths 30 chains, 22½ chains, 21 chains, and 13 chains, to connect (1) with the North Union Railway, near Wigan; with the Eccles, Tyldesley, and Wigan Branch of the London and North Western Railway at Hindley; and with the Lancashire and Yorkshire Railway, and the New Springs Branch of the North Union Railway, at Ince-in-Makerfield;

(8) (10) and (11). Lengths 11 chains, 41 chains, and 23 chains, to connect (2) with the Bolton and Preston Section of the North Union Railway at Adlington and at Chorley, and with the Blackburn and Preston Section of the Lancashire and Yorkshire Railway near Blackburn;

(9.) Length 76 chains, from a point in (2), at Heath Charnock, to Coppull:

To be completed within five years.

The London and North Western Railway Company are to be authorised to subscribe 100,000 *l.*, and to raise that sum by new ordinary or preference shares.

The new Company is to be authorised to contract with the London and North Western Railway Company with respect to the working, use, and traffic of the intended Railways; and to run over and use all the Railways and Docks of the Saint Helens Canal and Railway Company.

Section 23. Reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20. Observations.

Section 34. The words "and contribute funds towards" in this clause would be unnecessary, if a subscription for shares only is meant; and if they mean any other mode of contribution, they appear to be inconsistent with the practice of Parliament.

Section 46. Reference may be made to the observations on "Running Powers" in the above-mentioned General Report, page 19.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Lancashire Union Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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1. *Leeds, Bradford and Halifax Junction Railway* (*No.* 1) (*New Works*) *Bill.*
2. *Leeds, Bradford and Halifax Junction Railway* (*No.* 2) *Bill.*

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1. *Leeds, Bradford and Halifax Junction Railway* (*No.* 1) (*New Works*) *Bill.*

THIS Bill is to empower the Leeds, Bradford and Halifax Junction Railway Company— Objects.

To make a Railway, length 58 chains, at Bradford, to connect the Company's Bradford Branch with the Lancashire and Yorkshire Railway; to be completed within three years:

To take lands in the township of Bowling, in the parish of Bradford, between Mill-lane and Ripley-street, and west of the Lancashire and Yorkshire Railway:

To make a new road at Bristol, from Bristol-lane to the south side of the Company's Batley Branch.

To raise additional sum of 80,000*l.* by new ordinary or preference shares, and 16,600*l.* by loan.

No observation is necessary.

2.—*Leeds, Bradford and Halifax Junction Railway* (No. 2) *Bill.*

BY this Bill the Leeds, Bradford and Halifax Junction Railway Company, having acquired certain lands in the township of Bowling and parish of Bradford, in and over which claims have been made of "rights of way and other easements," apply to have such rights of way and other easements extinguished, but with a reservation to the parties entitled to such rights of compensation to be ascertained pursuant to "The Lands Clauses Consolidation Act, 1845." Objects.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[1. *Leeds, Bradford and Halifax Junction Railway* (*No.* 1) (*New Works*) *Bill.*]

[2. *Leeds, Bradford and Halifax Junction Railway* (*No.* 2) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Liverpool Central Station Railway Bill.

Objects.

THIS Bill is to incorporate "The Liverpool Central Station Railway Company," with a capital of 500,000 *l.*, in 10 *l.* shares, and 166,000 *l.* by loan, for making a Railway, length 1 mile 52 chains, to commence at or near Egerton Street, in Toxteth Park, by a junction with the Railway from Garston to Liverpool (near the Brunswick Dock), authorised by "The Garston and Liverpool Railway Act, 1861," to be constructed by a Joint Committee of the Great Northern and the Manchester, Sheffield, and Lincolnshire Railway Companies; and to terminate at the junction of Lawton Street with Ranelagh Street; to be completed within five years.

The new Company are to be authorised to contract with the Manchester, Sheffield, and Lincolnshire, and the Great Northern Railway Companies, and their above-mentioned Joint Committee, with respect to the use, working, and traffic of the intended Railway.

Observations.

Section 28. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Section 31. This provision is not in accordance with the terminal charges clause now usually inserted in Railway Acts.

Board of Trade,
February 1864.

James Booth.

[*Liverpool Central Station Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
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1.—*Llanelly Railway and Dock Company* (*No.* 1) (*Capital*) *Bill.*
2.—*Llanelly Railway and Dock Company* (*No.* 2) (*New Line*) *Bill.*

1.—*Llanelly Railway and Dock Company* (*No.* 1) (*Capital*) *Bill.*

THIS Bill is to authorise the Llanelly Railway and Dock Company to issue, with a five per cent. preference dividend, unissued shares to the amount of 142,000 *l.*, in their authorised "Swansea Lines Capital," which amounts to 280,000 *l.*; and to divide the shares in their "Carmarthen Line Capital" into deferred and preferred half-shares. Objects.

Section 5. It may deserve consideration whether to the proposed division of shares into half-shares there should not be attached the usual condition, that payments in respect of calls on each divided share shall be credited first to the deferred half-share, until paid up in full, and then to the preferred half-share. Observations.

2.—*Llanelly Railway and Dock Company* (*No.* 2) (*New Line*) *Bill.*

THIS Bill is to empower the Llanelly Railway and Dock Company to make a Railway, length 34 chains, in the parish of Loughor, to connect their Railway No. 2, authorised in 1861, with the South Wales Line of the Great Western Railway: to be completed within *five* years, and to form part of the Company's "Swansea Lines Undertaking;" Objects.

To make and maintain five level crossings of roads in the parishes of Loughor, Llanegwad, and Abergwili, by Railways authorised in 1861 and 1863;

To exercise till 1st August 1867 the powers for execution of the Works authorised by the Company's Acts of 1861 and 1862;

To contract with the Geat Western Railway Company as to laying down rails for the narrow gauge on the portion of the South Wales Line between the proposed Junction and the Llanelly Station;

To lay down rails for the narrow gauge on the portion of the Carmarthen and Cardigan Railway, between the Company's Railway No. 7, authorised in 1862, and the South Wales Line;

To run over that portion of the Carmarthen and Cardigan Railway; and over so much of the Neath and Brecon Railway as is between Defynnock and Brecon; and to use the stations thereon respectively;

To raise a sum of 18,000*l.* by new ordinary or preference shares in the Swansea Lines Undertaking, and a further sum by loan.

Observations.

Section 6. In addition to the provisions referred to at the commencement of this clause, it seems desirable to refer to Part I. of the "Railways Clauses Act, 1863," which contains provisions regulating level crossings.

Section 15. If the Company obtain power to lay down rails on the Carmarthen and Cardigan Railway, it may deserve consideration whether a time should not be specified in this Bill for the completion of such work.

Section 16. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Section 22. Inasmuch as by Section 26 all money raised under the Bill may be applied to the purposes by the Bill authorised—which purposes include not only the making a new Railway to form part of the Swansea Lines Undertaking, but also the laying down additional rails on the Railways of other Companies—it seems to be a question whether the amount which the Company may raise by borrowing is sufficiently defined as "one-third of the additional capital which the Company may *from time to time* raise under the powers of this Act, in respect of and for the purposes of their Swansea Lines Undertaking."

Section 23. The proposed option of the Company to exclude from their mortgages under this Bill future calls on shares, seems to be inconsistent with "The Companies' Clauses Consolidation Act, 1845," and with the practice of Parliament.

Board of Trade,
February 1864.

James Booth.

[1. *Llanelly Railway and Dock Company (No. 1) Capital) Bill.*]

[2. *Llanelly Railway and Dock Company (No. 2) (New Line) Bill.*

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Llanidloes and Newtown Railway Bill.

BY this Bill it is proposed—

Objects.

To renew or extend for one year the Company's powers of taking certain lands in the parish of Llandinam;

To repeal the Company's powers of subscribing to the Mid-Wales Railway undertaking;

To confirm the application by the Company to a portion of Railway at Llanidloes, and to other purposes, of a sum of 10,000 *l.* raised by them under their powers of raising money for such subscription;

To authorise them to raise a further sum of 15,000 *l.* under those powers;

To raise additional sums of 100,000 *l.* by new ordinary or preference shares or stock, and 33,330 *l.* by loan;

To create debenture stock.

Observations.

In the preamble of this Bill it is stated (pages 2 and 3), that the Company "require more funds for the general purposes of their undertaking, including the construction or enlarging of stations, bridges and other works, *and laying down additional rails.*"

If the Company seek power to create additional capital for the purpose of doubling their Railway, it may deserve consideration whether, in order to secure that desirable object, an adequate part of the additional sums to be raised under this Bill should not be expressly appropriated to such purpose, by the Bill.

Section 4. It seems desirable that it should appear more distinctly which of the two Acts mentioned in this clause is referred to by the words "by the said Act," at the end of the clause.

Section 10. *See* observations above as to appropriation of funds to the doubling of the Railways.

Board of Trade,
February 1864.

James Booth.

[*Llanidloes and Newtown Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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London and South Western Railway (Chertsey Extension) Bill.

THIS Bill is to empower the London and South Western Railway Company— Objects.

To make a Railway, length 2 miles 50 chains, in extension of their Chertsey Branch, to a junction with the Staines and Wokingham Railway at Egham; to be completed within five years:

To raise further sums of 45,000 *l.* as new ordinary or preferential capital, and 15,000 *l.* by mortgage or debenture stock.

Section 12. The proposed power to *stop up* all roads, &c. permanently is inconsistent with the 16th clause of "The Railway Clauses Consolidation Act, 1845," and with the practice of Parliament. In other respects, this section is rendered unnecessary by the 16th clause of the General Act, and might be properly omitted. Observations.

Section 14. *See* the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 15. With respect to the proposed period of five years for the completion of the works, it is to be observed that the new Railway will be less than 3 miles in length.

Board of Trade,
February 1864.

James Booth.

[*London and South Western Railway (Chertsey Extension) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS reratsng to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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London and South Western Railway (Kensington, &c.) Bill.

This Bill is to empower the London and South Western Railway Company— Objects.

To make the following new Railways, viz.:—

No. 1, length 38¼ chains, from a junction with the West London Railway, near and at the north of its Kensington Station, north-westward to a point at the western side of Shepherd's Bush Lane.

No. 2, length 49 chains, from that point southward to a point on the eastern side of the Grove, Hammersmith:

No. 3, length 4 miles 58½ chains, from the last-mentioned point, passing westward, by the north of Turnham Green, then southward to the south-eastern part of Stroud-on-the-green, across the River Thames, and by the east side of Sandy-lane, then westward to the northern side of the Company's Richmond Station:

Nos. 4 and 6, lengths 26 chains and 16½ chains, called "The Hammersmith Junction Line," to connect the Hammersmith and City Railway, as proposed to be altered by the Bill, with No. 2, at Shepherd's Bush Lane, and at the Grove, Hammersmith:

No. 5, length 39½ chains, called "The Acton Junction Line," to connect No. 3 with the North and South Western Railway:

To be completed within five years.

To alter (unless the Hammersmith and City Railway Company undertake, within three months after notice, to do so) the authorised line, levels and works of a portion of the Hammersmith and City Railway, and to lay on the altered line additional rails for the narrow gauge:

To make and manage jointly with the Hammersmith and City and the Great Western Railway Companies, or either of them, a Station, at or near the point of divergence of the intended Railways, Nos. 4 and 6, or at or near the junction of Bradmore Lane and Dartmouth Road, Hammersmith:

To run over a small portion, at Hammersmith, of the Hammersmith and City Railway, and over the West London Railway, south of the intended junction therewith:

To contract with the Hammersmith and City and the Great Western Railway Companies, or either of them, with respect to the use of the intended Railways, Nos. 3 and 6, and the laying down broad gauge rails thereon; with the North and South Western, the London and North Western, and the North London Railway Companies, or any of them, with respect to the use of the intended Railways, Nos. 3 and 5; and with the West London and the West London Extension Railway Companies, with respect to the use of the West London Railway south of the intended junction therewith, and of the Kensington Station:

To raise additional sums of 330,000 *l.* as new ordinary, or preference capital, and 110,000 *l.* by loan.

The Bill also proposes to authorise the Hammersmith and City Railway Company to abandon the making of the portion of their authorised main line between the intended junction therewith and its authorised termination, at the Broadway, Hammersmith.

Observations.

Section 10. After the words, "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 11 (G). The proposed general power of *stopping up permanently* all roads, &c. is inconsistent with the 16th section of the "Railways Clauses Consolidation Act, 1845," and with the practice of Parliament; which requires that roads, &c. which may be stopped up should be specified in the Bill.

In other respects paragraph (G) is rendered unnecessary by the 16th section of the General Act, and would be properly omitted.

Section 22. It would not be in accordance with the practice of Parliament to grant the enlarged powers of deviation proposed in this clause, unless special grounds are shown.

Interference of Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz. :—

> Line No. 3, is proposed to be carried across the River Thames, about one mile eastward of Kew Bridge, by a bridge of five openings, of 100 feet span each, and with a headway above ordinary high-water level of 20 feet.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

The south-western portion of the intended Railways, and the point of crossing over the Thames, are nearly the same as in the schemes proposed by the *Hammersmith and City Railway* Bill, and the *North and South Western Junction Railway* Bill, of this Session.

James Booth.

Board of Trade,
February 1864.

[*London and South Western Railway (Kensington, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—XCIX.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

London and South Western Railway (North Devon Extension) Bill.

Objects.

THIS Bill is to empower the London and South Western Railway Company to make Railways—

No. 1, length 7 miles 30 chains, from a junction with the North Devon Railway (on lease to the Company), at Chittlehampton, near Umberleigh Station, to a point in the parish of South Molton;

No. 2, length 3 miles 57 chains, from that point to North Molton; and,

No. 3, length 43¼ chains, a second junction spur between No. 1 and the North Devon Railway;

To be completed within five years;

To raise additional sums of 120,000 *l.* as new ordinary or preferential capital, and 40,000 *l.* by loan.

Observations.

Section 12. The proposed general power to *stop up permanently* all roads, &c., is inconsistent with the 16th section of the "Railways Clauses Consolidation Act, 1845," and with the practice of Parliament, which requires that the roads, &c., which may be stopped up shall be specified in the Bill. In other respects section 12 of this Bill is rendered unnecessary by the 16th section of the General Act, and would be properly omitted.

Sections 14 and 15. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London and South Western Railway* (*North Devon Extension*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864.

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *London, Brighton, and South Coast Railway (Kemp Town Station and Lines) Bill.*
2. *London, Brighton, and South Coast Railway (Ouse Valley Line) Bill.*
3. *London, Brighton, and South Coast Railway (Tunbridge Wells and Eastbourne Line) Bill.*

1. *London, Brighton, and South Coast Railway (Kemp Town Station and Lines) Bill.*

Objects.

THIS Bill is to empower the London, Brighton, and South Coast Railway Company—

To acquire lands at the north side of Eastern-road, and west side of Brighton College Grounds, for a station for Kemp Town;

To make a Railway, length 1 mile 36 chains, from the Company's Brighton and Lewes Line to that point; and a junction branch, length 27¼ chains, in the parish of Preston, between the Company's Main Line and the Brighton and Lewis Line; to be completed within five years;

To raise 75,000 *l.* as new ordinary or preference capital, and 25,000 *l.* by loan.

No observation is necessary.

2. *London, Brighton, and South Coast Railway (Ouse Valley Line) Bill.*

THIS Bill is to empower the London, Brighton, and South Coast Railway Company—

Objects

To make Railways (1) length 9 miles 75 chains, from their Main Line in the parish of Cuckfield, near the Ouse Viaduct, to their Lewes and Uckfield Branch at Uckfield; (2) length 10 miles 61 chains, from the authorised line at Uckfield of the Brighton, Uckfield, and Tunbridge Wells Railway to the Company's Hailsham Branch, at Hailsham; and (3) length 10 miles 27¼ chains, from (2) at Hellingly to the Company's Hastings Line at Bexhill; to be completed within five years;

To raise 500,000 *l.* as new ordinary or preference capital and 166,000 *l.* by loan.

The Bill annexes and confirms an agreement between the Company and the Brighton, Uckfield, and Tunbridge Wells Railway Company, for the use by the former of a small portion of the line of the latter Company at Uckfield.

Observation.

Section 8. The number of lines of rail that may be made at the level crossings, is not limited by the Bill.

London, Brighton and South Coast Railway (Tunbridge Wells and Eastbourne Line) Bill.

THIS Bill is to empower the London, Brighton, and South Coast Railway Company—

Objects.

To make Railways—(1). Length 15 miles 32¾ chains from a junction with the authorised line of the Brighton, Uckfield, and Tunbridge Wells Railway, at Redgate Mill, in the parish of Rotherfield, to a junction with the Company's Hailsham Branch at Hailsham; and (2), length 42¼ chains, to connect the Hailsham Branch, in the parish of Hailsham, with the Company's Eastbourne Branch, in the parish of Willingdon, to be completed within five years;

To raise 250,000 *l.* as new ordinary or preference capital, and 83,000 *l.* by loan.

The Bill annexes and confirms an agreement between the Company and the Brighton, Uckfield, and Tunbridge Wells Railway Company, for the use, by the former, of the Line, of the latter Company, between its junction with the intended Railway (1), and its junction with the Hastings Line of the South Eastern Railway, near Tunbridge Wells.

Observations.

Section 8. The number of lines of rail that may be made at the level crossing, is not limited by the Bill.

Board of Trade,
February 1864.

James Booth.

[1. *London, Brighton, and South Coast Railway (Kemp Town Station and Lines) Bill.*]
[2. *London, Brighton, and South Coast Railway (Ouse Valley Line) Bill.*]
[3. *London, Brighton, and South Coast Railway (Tunbridge Wells and Eastbourne Line) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed, 5 February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1.—*Macclesfield and Knutsford Railway Bill.*

2.—*Macclesfield, Bollington, and Marple Railway Bill.*

1.—*Macclesfield and Knutsford Railway Bill.*

Objects.

THIS Bill is to incorporate "The Macclesfield and Knutsford Railway Company," with a capital of 180,000 *l.* in 10 *l.* shares, and 60,000 *l.* by loan, for making (1) a Railway, length 10 miles 15 chains, from a junction with the North Staffordshire Railway at Macclesfield, to a junction with the Cheshire Midland Railway at Nether Knutsford; and (2) a Railway, length 30 ¾ chains, to connect (1) with the Cheshire Midland Railway in the Parish of Mobberley: to be completed within five years.

The new Company and each of the North Staffordshire and the Cheshire Midland Railway Companies are to afford each other traffic facilities, at rates to be settled by arbitration in case of difference; and the three Companies are to be authorised to contract with respect to the working and use of the intended Railways, and the interchange of traffic.

The Manchester, Sheffield, and Lincolnshire Railway Company are to be authorised to subscribe for shares to the amount of 120,000 *l.* in the capital of the new Company, and to raise that sum by the creation of new shares in their own undertaking, and to guarantee five per cent. dividend on all or any part of the new Company's capital.

Observations.

Section 22. After the words "subject to the provisions of this Act," it is usual and desirable to insert, "and of the Acts and Parts of Acts incorporated herewith."

Section 41. With respect to the proposed power to guarantee interest or dividend, it is to be observed that the Bill does not reserve priority to existing guarantees and preferences granted by the Sheffield Company.

2.—*Macclesfield, Bollington, and Marple Railway Bill.*

Objects.

THIS Bill is to incorporate "The Macclesfield, Bollington, and Marple Railway Company," with a capital of 200,000 *l.* in 10 *l.* shares, and 66,600 *l.* by loan, for making a Railway, length 10 miles 47 chains, from a junction with the North Staffordshire Railway at Macclesfield, to a junction at Marple with the Newton and Compstall Branch of the Manchester, Sheffield, and Lincolnshire Railway: to be completed within five years.

The new Company and each of the North Staffordshire and Manchester, Sheffield, and Lincolnshire Railway Companies are to afford each other traffic facilities, at rates to be settled by arbitration in case of difference; and the three Companies are to be authorised to contract with respect to the working and use of the intended Railways, and the interchange of traffic.

The Manchester, Sheffield and Lincolnshire Railway Company are to be authorised to subscribe for shares to the amount of 130,000 *l.* in the capital of the new Company, and to raise that sum by the creation of new shares in their own undertaking, and to guarantee five per cent. dividend on all or any part of the new Company's capital.

Observations.

Section 22. After the words "subject to the provisions of this Act," it is usual and desirable to insert, "and of the Acts and parts of Acts incorporated herewith."

Section 40. With respect to the proposed power to guarantee interest or dividend, it is to be observed that the Bill does not reserve priority to existing guarantees and preferences granted by the Sheffield Company.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Macclesfield and Knutsford Railway Bill.*]
[2. *Macclesfield, Bollington, and Marple Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—C II.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Maidstone and Ashford Railway Bill.

THIS Bill is to incorporate "The Maidstone and Ashford Railway Company," with a capital of 200,000 *l.* in 10 *l.* shares, and 65,000 *l.* by loan, for making Railways (1), length 19 miles 23¼ chains, from a Junction with the Maidstone and Paddock Wood Branch of the South Eastern Railway at Maidstone, to a Junction with the Main Line of that Railway at Ashford; and, (2) length 75 chains, from a Junction with (1) at Boxley to a Junction with the authorised Line of the Sevenoaks, Maidstone and Tunbridge Railway at Maidstone; to be completed within five years. Objects.

The new Company are to be authorised to run over and into the stations of the lines of the South Eastern and the Sevenoaks, Maidstone and Tunbridge Railway Companies, in the parish of Maidstone, and of the South Eastern Railway Company in the parish of Ashford; and those Companies are to afford facilities and services and booking offices at their stations, for the traffic of the new Company.

The new Company are to be authorised to contract with the other two Companies and the London, Chatham and Dover Railway Company, or any of them, with respect to the use, working and traffic of the intended Railways.

Section 25. The quantity of luggage now usually allowed in Railway Acts to first class passengers is 120 lbs., not 112 lbs. only. Observations.

Section 31. See observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

[*Maidstone and Ashford Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Manchester, Sheffield and Lincolnshire Railway Bill.

Objects.

THIS Bill is to empower the Manchester, Sheffield and Lincolnshire Railway Company—

To subscribe, in accordance with an Agreement confirmed by "The Great Northern Railway (Cheshire Lines) Act, 1863," sums of 30,000 *l.*, 65,000 *l.*, 108,000 *l.*, and 140,000 *l.* (being equal to the amounts authorised to be subscribed by the Great Northern Railway Company), to the respective capitals of the Stockport and Woodley Junction, the Cheshire Midland, the Stockport, Timperley and Altrincham, and the West Cheshire Railway Companies;

To guarantee, jointly and equally with the Great Northern Railway Company, a 4 per cent. dividend on the capital of the Stockport and Woodley Junction Railway Company, a 4½ per cent. dividend for 21 years from 1st January 1863, on the capital of the Cheshire Midland Railway Company, and a dividend to be agreed on, but not exceeding 4½ per cent., on the capital of the West Cheshire Railway Company;

To raise, for the purposes of the subscriptions, 150,000 *l.*, and for the proposed new works and other purposes of the Company, 100,000 *l.* by new ordinary, or preference shares;

To raise, for the purpose of paying off 62,830 "Ten Pounds Redeemable Preference Shares," having a 6 per cent. dividend guaranteed for 10 years from 8 September 1858, and on which 5 *l.* per share has been paid up, the sum of 628,300 *l.* by new shares, which may have a 6 per cent. dividend, with a like preference to the dividend of those Redeemable Shares;

To raise 83,333 *l.* by mortgage;

To create 6 per cent. Debenture Stock;

To take additional lands, and execute works at Ducie Street, Manchester, at Gorton, and at Gatley.

Observations.

Section 6. If, as is stated in the Preamble, *five* pounds per share only has been paid up in respect of the 62,830 "Ten Pounds Redeemable Preference Shares," it appears to be a question whether the proposed amount of 628,300 *l.* can be required to be raised for paying off those shares.

Section 7. It appears to be a question whether the substitution as is here proposed, in lieu of a guaranteed 6 per cent. dividend to terminate in 1868, of a *perpetual* 6 per cent. dividend with the same priority, will not be an alteration of the terms of preferences (if any) granted by the Company, subject to such *terminable* guarantee.

Section 8. It is not expressly provided in this Bill, in accordance with the practice of Parliament in like cases, that the nominal amount of new shares issued in lieu of redeemable shares shall not exceed the amount paid up in respect of the latter shares.

Section 13. The proposed addition to the Company's borrowing powers of 50,000 *l.*, in respect of the additional capital of 150,000 *l.*, to be authorised by the Bill for the purposes of *subscriptions* to other undertakings, seems to be inconsistent with principle, and with the practice of Parliament.

The Bill does not reserve priority to mortgages already existing over new mortgages under this Bill.

Section 14. The proposed maximum rate of dividend which the Company may attach to their debenture stock, viz. *six* per cent. per annum, appears to exceed the limit usually allowed by Parliament.

It appears to be intended that such rate of dividend may be attached to all debenture stock created in lieu, as well of mortgages under the Company's existing Acts, as of mortgages under this Bill.

Sections 21 and 24. It appears to be desirable, for the due incorporation of the Lands and Railways Clauses Acts, that, in lieu of the words "and are not inconsistent with the provisions of this Act," should be adopted the usual form "so far as the same are not expressly varied by this Act."

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Manchester, Sheffield, and Lincolnshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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5 February 1864.

FURTHER REPORT from the Board of Trade,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Market Harborough and East Norton Railway Bill.*
2. *Market Harborough and Melton Mowbray Railway Bill.*
3. *Marple, New Mills, and Hayfield Junction Railway Bill.*

1.—*Market Harborough and East Norton Railway Bill.*

Objects.

THIS Bill is to incorporate "The Market Harborough and East Norton Railway Company," with a capital of 60,000 *l.*, in 10 *l.* shares, and 20,000 *l.* by loan, for making a Railway, length six miles 53 chains, from a junction with the Rugby and Stamford Line of the London and North Western Railway, near its Medbourn Bridge Station, to the "Great Close," at East Norton, in the County of Leicester; to be completed within five years.

The Company are to be authorized to contract with the London and North Western Railway Company with respect to the working and traffic of the intended Railway.

Observations

Section 23. The intended "short distance" in this line (which is to be less than seven miles in length), is *four* miles. For "*six*," in line 18 of page 12, should therefore be substituted "four."

2. *Market Harborough and Melton Mowbray Railway Bill.*

Objects.

THIS Bill is to incorporate the "Market Harborough and Melton Mowbray Railway Company," with a capital of 250,000 *l.*, in 10 *l.* shares, and 83,300 *l.* by loan, for making a Railway, length 20 miles 12 chains, from a junction with the Rugby and Stamford line of the London and North Western Railway, at the eastward of Medbourn Bridge Station, to a junction with the Syston and Peterborough line of the Midland Railway, at the westward of Melton Mowbray Station; to be completed within five years.

The new Company are to be authorized to contract with the London and North Western and the Midland Railway Company, or either of them, with respect to the working and use of the intended Railway, and the traffic of their respective lines.

No observation is necessary.

3. *Marple, New Mills, and Hayfield Junction Railway Bill.*

Objects.

THIS Bill is to authorize the Marple New Mills and Hayfield Junction Railway Company—

To make a portion of their Railway, length 2 miles 31¼ chains, between a point in the township of Beard, &c., in the parish of Glossop, and its authorized terminus at Hayfield, in the line and according to the levels now proposed, instead of those authorized by this Company's Act of 1860; to be completed within a period to be extended to two years after the passing of the Bill.

To raise further sums of 10,000 *l.* by new ordinary shares, and 3,300 *l.* by loan.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[1. *Market Harborough and East Norton Railway Bill.*]

[2. *Market Harborough and Melton Mowbray Railway Bill.*]

[3. *Marple, New Mills, and Hayfield Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Midland Railway* (*Bath and Thornbury*) *Bill.*
2. *Midland Railway* (*Chesterfield to Sheffield*) *Bill.*
3. *Midland Railway* (*New Lines, &c.*) *Bill.*

1. *Midland Railway* (*Bath and Thornbury*) *Bill.*

THIS Bill is to empower the Midland Railway Company— Objects.

To make a Railway, length 10 miles 21½ chains, from a junction at Mangotsfield, with the Birmingham and Bristol Line of the Company, to a point in the parish of Walcot, and city of Bath:

Also a Railway, length 7 miles 20 chains, from a junction at Yate, with the Birmingham and Bristol Line, to Thornbury, in the county of Gloucester; to be completed within five years:

To widen Chapel Row, and to make a new street between Monmouth-street and James-street, in the parish of Walcot, Bath:

To contract with the owners of the tramroad between Rodway Hill, in the parish of Mangotsfield, and the River Avon, in the parish of Bitton, authorized by the Act 9 Geo. 4, c. 94 (Local and Personal), for the appropriation by the Company of any part of such tramroad to the purpose of the proposed Railway between Mangotsfield and Bath:

To raise further sums of 236,000 *l.*, as new ordinary, or preference capital, and 78,600 *l.* by loan.

No observation is necessary.

2. *Midland Railway* (*Chesterfield to Sheffield*) *Bill.*

THIS Bill is to empower the Midland Railway Company— Objects.

To make a Railway, length 13 miles 41 chains, from the Company's Main Line at Chesterfield, to their Sheffield and Rotherham Branch at Sheffield, and a junction Branch therefrom, length 23½ chains, at Sheffield, to the Manchester, Sheffield, and Lincolnshire Railway; to be completed within five years.

To make new streets, and improve existing streets at Sheffield:

To raise 455,000 *l.* as new ordinary, or preferential capital, and 151,000 *l.* by loan.

No observation is necessary.

3. *Midland Railway* (*New Lines, &c.*) *Bill.* Objects.

THIS Bill is to empower the Midland Railway Company—

To take lands at Cossall, near their Ilkeston Junction Station; at Selston, near their Pye Bridge Station; at Bordesley, near their Camp Hill Station;

and in the parish of St. Pancras, between the Kentish Town Road and the Hampstead Junction Railway.

To make a Railway, length 9 miles 9½ chains, from the Company's Main Line between Derby and Burton-on-Trent, at Normanton, to a Railway of the Company, near Cloud Hill Lime Works, at Breedon-on-the-Hill, in the county of Leicester, with a Junction Branch, length 48½ chains, at Normanton; a Railway, length 22 chains, to connect the Swinton Iron Works with the Company's Railway, at Wath-upon-Dearn, in the West Riding of Yorkshire; and a Railway, length 18 chains, from the Company's authorized Tibshelf and Teversall Branch at Teversall, to the River Meden, at Sutton-in-Ashfield, in the county of Nottingham; to be completed within five years.

To alter or deviate the Company's authorized London Extension Main Line, as to levels, between one mile from its southern termination, and 4 miles 70 chains; and as to line and levels, between 18 miles 30 chains at St. Peter's, and 20 miles 70 chains at Sandridge, in Herts; between 25 miles at Harpenden, in Herts, and 28 miles 20 chains at Luton, in Beds; between 34 miles 10 chains at Toddington, and 41 miles 60 chains at Ampthill, in Beds; between 43 miles at Millbrook, and 46 miles 10 chains at Elston, in Beds; and from the last-mentioned point to a junction with the Company's existing Railway, at its Bedford Passenger Station, in lieu of the already authorized Junction; and to make a new Railway, length 1 mile 21 chains, from the London Extension Main Line to the St. Alban's Branch of the London and North Western Railway, in lieu of that authorized in 1863: such deviations and new Railway to be completed by 22 June 1868.

To alter or deviate the line of the Barnsley Branch, authorised in 1863, from a point at Darfield to a new junction with the Manchester, Sheffield, and Lincolnshire Railway at Barnsley, to be completed by 21 July 1868:

To make a new road at Ilkeston and Cossall, near the Ilkeston Junction Station:

To raise further sums of 166,000 *l.*, as new ordinary or preferential capital, and 58,600 *l.* by loan.

The Bill repeals a prohibition in "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," against the use of steam power, at a road crossing in Burton-upon-Trent.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[1. *Midland Railway (Bath and Thornbury) Bill.*]
[2. *Midland Railway (Chesterfield to Sheffield) Bill.*]
[3. *Midland Railway (New Lines, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

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1. *Mistley Thorpe and Walton Railway Bill.*
2. *Monkland Railways Bill.*

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1. *Mistley Thorpe and Walton Railway Bill.*

THIS Bill is to authorise the Mistley Thorpe and Walton Railway Company— Objects.

To make, in lieu of the portion of their authorised line near Walton, the powers for which are suspended by this Company's Act of 1863, a Railway, length 2 miles, 35 chains, to connect the Company's authorised line in Tendring Parish with the Tendring Hundred Railway, in Thorpe-le-Soken Parish, to be completed within five years:

To raise further sums of 12,000 *l.* by new shares, and 4,000 *l.* by loan:

To create debenture stock.

The Bill also authorises the Great Eastern Railway Company to subscribe for 4,000 *l.* in the new share capital, and to raise that amount, as new ordinary or preference capital in their own undertaking.

Section 8. The proposed period of *five* years for the making of the short line to be authorised by this Bill would virtually extend the period limited for the construction of the Company's line authorised in 1863. Observations.

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2. *Monkland Railways Bill.*

THIS Bill is to empower the Monkland Railways Company— Objects.

To raise further sums of 60,000 *l.* as new ordinary or preference capital, and 30,000 *l.* by loan:

To make six Railways, of an aggregate length of 3 miles, 66 chains, in connection with the Company's Calderbank and Clarkston Branches, and Ballochney and Slamannan Railways, in the vicinity of Airdrie, Blackstone and Causewayend, and to widen a portion of the Calderbank Branch; such works to be completed within five years:

To abandon existing portions of the Clarkston Branch and Slamannan Railway, superseded by the new works:

To use locomotive power on the several inclines of the Ballochney Railway.

No observation is necessary.

Board of Trade, *James Booth.*
February 1864.

[1. *Mistley Thorpe and Walton Railway Bill.*]
[2. *Monkland Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Nantwich and Market Drayton Railway Bill.

THIS Bill recites that by an agreement between the Nantwich and Market Drayton and the Wellington and Drayton Railway Companies, confirmed by the Wellington and Drayton Railway Act, 1862, it was stipulated that the Wellington Company should work the Nantwich and Market Drayton Railway, and after the opening of that Railway, secure to the Nantwich Company a 4½ per cent. dividend on their capital properly expended; that the Nantwich and Market Drayton Railway was opened on 19th October 1863, but the Wellington Company cannot fulfil that agreement; and that the agreement was virtually made with and for the benefit of the Great Western Railway Company. Objects.

The Bill provides that the Great Western Railway Company shall accept a lease in perpetuity of, or may acquire by purchase or amalgamation, the Undertaking of the Nantwich Company, upon the terms that the share capital of the latter Company shall have guaranteed to it a perpetual 4½ per cent. dividend.

The Nantwich Company are to be authorised to raise further sums of 50,000 *l.* as new ordinary or preference capital, and 16,600 *l.* by loan.

Reference may be made to the observations on "Amalgamation, Sale and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18. Observations.

Sections 2–4. The Bill proposes that the consideration for the lease or transfer shall be a rent or dividend on the Nantwich Company's capital guaranteed by the Great Western Railway Company. It does not, however, contain a provision preserving the priority of guarantees or preferences previously granted by the latter Company.

Section 9. In the Preamble it is stated (page 3) that the Nantwich Company are desirous of doubling their Railway, &c. It may deserve consideration whether provision might not be properly made by the Bill, that a part of the additional capital to be authorised by the Bill be appropriated to the doubling the Railway; and for securing that such doubling be completed within a time to be limited by the Bill.

Board of Trade,
February 1864.

James Booth.

[*Nantwich and Market Drayton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
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Newark and Mansfield Railway Bill.

THIS Bill is to incorporate "the Newark and Mansfield Railway Company" with a capital of 230,000 *l.*, in 10 shares, and 76,600 *l.* by loan, for making Railways (1) length 6 miles 50¾ chains, from a junction with the Great Northern Railway at North Muskham, near and to the north of Newark, to a point in the parish of Southwell; (2) length 11 miles 71 chains from that point, by Kirklington and Farnsfield, to Mansfield; and (3) length 13¼ chains at Southwell to connect (2) with the Southwell Branch of the Midland Railway; to be completed within five years. Objects.

The Company are to be authorised to run over the Great Northern Railway between the intended junction therewith and its Newark Station; and over the Southwell Branch between the intended junction therewith and its Southwell Station; and to use those two Stations: and—

To contract with the Great Northern and the Midland Railway Companies, or either of them, with respect to the working and traffic of the intended Railways.

Section 28. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. Observations.

Board of Trade,
February 1864.

James Booth.

[*Newark and Mansfield Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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1. *Newcastle-under-Lyme Canal and North Staffordshire Railway Companies Bill.*

2. *Newquay and Cornwall Junction Railway Bill.*

1. *Newcastle-under-Lyme Canal and North Staffordshire Railway Companies Bill.*

Objects.

BY this Bill the Newcastle-under-Lyme Canal, between that town and the Trent and Mersey Canal at Stoke-upon-Trent, formed under an Act of 1795, and the Railway connecting the head of the former Canal with the Silverdale and Newcastle Railway, are to be vested, by way of perpetual lease, as from 1st July 1863, in the North Staffordshire Railway Company (who are owners of the Trent and Mersey Canal, and lessees of the Silverdale and Newcastle Railway) upon the terms of the Railway Company undertaking the mortgage debt of the Canal Company, amounting to 2,001 *l.* 18 *s.* 9 *d.*, and paying to the Canal Company the yearly rent of 520 *l.* in respect of the Canal Company's share capital of 10,200 *l.*

Observations.

Reference may be made to the observations on "Railway and Canal Companies," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

2. *Newquay and Cornwall Junction Railways Bill.*

Objects.

THIS Bill is to incorporate "The Newquay and Cornwall Railway Company," with a capital of 27,000 *l.* in 20 *l.* shares, and 9,000 *l.* by loan, for making a Railway, length 5 miles 13 chains, from a junction with the Cornwall Railway, at its Burngullow Station, to a junction with the Saint Dennis Branch of the Newquay Railway, at Hendra, in the parish of Saint Dennis, to be completed within five years.

The new Company are to be authorised to contract with the Cornwall Railway Company, and with the owners of the Newquay Harbour and Railways, part of the Treffry Estate, called in the Bill "Treffry's Trustees," jointly or separately, with respect to the use, working, and traffic of the Railways and Tramroads of the contracting parties respectively; and with Treffry's Trustees, with respect to alteration of the guage of their Tramroads, and the laying additional rails and providing additional station accommodation thereon.

Observations.

Section 2. It may deserve consideration whether Part III., relating to working agreements, of the "Railways Clauses Act, 1863," should not be *incorporated* with the Bill in this clause, instead of its being merely referred to in Section 40 of this Bill.

Sections 23 and 41. It seems to be a question whether the gauge of the intended Railway, and of the contemplated alteration of, or addition to the rails of the Tramroads of Treffry's Trustees, should not be specified in the Bill.

Section 39. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c., BILLS.

[1. *Newcastle-under-Lyme Canal, and North Staffordshire Railway Companies Bill.*]

[2. *Newquay and Cornwall Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Newry and Greenore Railway Bill.

THIS Bill is to authorise the Newry and Greenore Railway Company, incorporated in 1863— Objects.

To raise further sums of 50,000 *l.* by shares, and 16,600 *l.* by loan.

To issue any part of the Company's capital in preferred and deferred half shares, and to divide in like manner shares already issued.

Section 8. It may deserve consideration whether to the proposed division of shares into half shares there should not be attached the usual condition, that payments in respect of calls on each divided share shall be credited first to the deferred half share, until paid up in full, and then to the preferred half share. Observations.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Newry and Greenore Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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North and South Junction Railway Bill.

Objects.

THIS Bill is to incorporate "The North and South Junction Railway Company," with a capital of 70,000 *l.*, in 10 *l.* shares, and 23,000 *l.* by loan, for making a Railway in two sections, of an aggregate length of 7 miles, 19 chains, from a junction with the Great Western Railway, Oxford and Birmingham Line, near Harbury, to Southam, and thence to a junction with the London and North Western Railway, Rugby and Leamington Line, at Birdingbury, all in the county of Warwick, to be completed within five years.

The new Company are to be authorised to contract with the Great Western Railway Company with respect to the use, working and traffic of the intended Railway.

Observations.

Having regard to the locality and limited extent of the proposed Railways, and to there being already in existence a North and South Western Junction Railway Company, the fitness of the proposed name of this new Company seems questionable.

Section 1. The provisions in Section 37 render proper the incorporation with this Bill of Part Three—Working Agreements—of the Railways Clauses Act, 1863; and it may deserve consideration, whether Part One—Construction of a Railway—of the same Act, should not also be incorporated with the Bill.

Section 29. "Terminal Station" is not defined in the Bill, as the practice of Parliament requires.

Section 31. With respect to the proposed *six* mile "short distance," it is to be observed that the whole length of the proposed Railway is less than *eight* miles.

Section 32. The charge of 3 *s.* for a parcel between 56 lbs. and 112 lbs. in weight, seems disproportionate to the proposed maximum charges for parcels of less or greater weight.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North and South Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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North and South Western Junction Railway Bill.

Objects.

THIS Bill is to empower the North and South Western Junction Railway Company—

To make a Railway in three sections, Nos. 1, 2, and 3, of an aggregate length of 3 miles 18¼ chains, from a junction with the Company's main line between Acton and Kew Stations, by the eastern end of Strand-on-the-Green, Chiswick, across the River Thames, passing by the west side of Sandy Lane, to a point at High Street, Richmond; and Branch Railways, No. 4, length 52 chains, to connect No. 2 with the Richmond Line of the London and South Western Railway near its Richmond Station; and No. 5, length 28 chains, to connect No. 3 with the same Richmond Line in Mortlake Parish; to be completed within five years:

To contract with the London and North Western, the North London, the London and South Western, and the Hammersmith and City Junction Railway Companies, or any of them, with respect to the working, use, and traffic of the proposed Railways:

To raise additional sums of 165,000 *l.* and 5,000 *l.* by new ordinary or preferential "Extension Shares," (the dividends wherein not exceeding 6 per cent. per annum, is to be payable out of the profits of the new Railways until the Company resolve to unite them with the general undertaking) and one-third of 165,000 *l.* by loan.

The Bill requires the London and South Western Railway Company to receive, at the intended junction near their Richmond Station, and take on to Kingston and the intermediate stations all trains brought by the North and South Western Junction Railway Company, and to afford facilities to the latter Company's traffic by through booking and otherwise.

Observations.

In Sections 5 and 9, after "Subject to the provisions of this Act," should be added "and of the Acts and parts of Acts incorporated herewith."

Section 24. It would be in accordance with the practice of Parliament, instead of the words "one-third of that additional capital," to substitute a specific sum.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz:—

Railway No. 2 is proposed to be carried across the River Thames at half a mile eastward of Kew Bridge, by a viaduct of four spans of 120 feet each and 20 feet high above Trinity high-water mark.

Such interference renders necessary the incorporation in the Bill of "The

Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

The general course of the proposed Railways, and the point of crossing the Thames, closely resembles the south-western portions of the schemes proposed by the *Hammersmith and City Railway* Bill, and the *London and South Western Railway* (*Kensington, &c.*) Bill, of this Session.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North and South Western Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *North British Railway (Abbey Holme and Leegate Branch) Bill.*
2. *North British Railway (Carlisle Citadel Station Branch) Bill.*
3. *North British Railway (Perth Branch) Bill.*

1. *North British Railway (Abbey Holme and Leegate Branch) Bill.*

THIS Bill is to empower the North British Railway Company— Objects.

To make a Railway, length 4 miles 41 chains, from a junction with the Carlisle and Silloth Bay Railway (on lease to the Company), in the parish of Holme Cultram, to a junction with the Maryport and Carlisle Railway, in the parish of Wigton, in the county of Cumberland; to be completed within five years;

To raise 28,000 *l.* as new ordinary or preference capital, and 9,000 *l.* by loan;

To contract with the Maryport and Carlisle Railway Company, with respect to the use and traffic of the Railways, and otherwise with respect to the undertakings, of the two Companies.

No observation is necessary.

2. *North British Railway (Carlisle Citadel Station Branch) Bill.*

This Bill is to empower the North British Railway Company— Objects.

To make a Railway, length 1 mile 6 chains, from the Port Carlisle Railway into the Citadel Station, at Carlisle; and a Branch, length 15 chains, to connect the former with the Newcastle and Carlisle line of the North Eastern Railway; to be completed within five years;

To raise 60,000 *l.* by new ordinary or preference shares, and 20,000 *l.* by loan;

To refer to the Board of Trade complaints by the Company against the Carlisle Citadel Station Committee, for undue detention of their traffic, or undue preference of the traffic of any other Company.

Section 18. With respect to this provision for enabling the North British Railway Company to bring their complaints against the Station Committee before the Board of Trade for adjudication, my Lords have to observe that all the grounds of complaint in respect of which it is proposed to give jurisdiction to the Board of Trade, appear to be within the provisions of Sections 2 and 3 of the Railway and Canal Traffic Act, 1854, and consequently to be now within the jurisdiction given by that Act to the Court of Common Pleas. No reason Observations.

is alleged or suggests itself to this Board, which would make it proper to deprive the Court of Common Pleas of that jurisdiction, or to give to any other authority concurrent jurisdiction with that Court in the matters in question, as would seemto be the effect of this clause.

Section 19. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

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3. *North British Railway (Perth Branch) Bill.*

Objects.

This Bill is to empower the North British Railway Company—

To make a Railway, length 2 miles 42¼ chains, to extend their existing Edinburgh, Perth and Dundee Line from a point near the northern end of its bridge over the River Earn, into Perth General Station:

To alter the levels and enlarge the works of that existing line, between the above-mentioned point and a point near Bridge of Earn Station, and of their Railway authorised in 1863, between that existing line and their Fife and Kinross Railway; such new Railway works to be completed within five years:

To abandon the use of the Company's portion of line between the above-mentioned point near the River Earn and the Hilton Junction with the Scottish Central Railway:

To raise 90,000 *l.* by new ordinary or preference shares, and 30,000 *l.* by loan:

To run over and use the several lines within the Perth General Station.

Observations.

Section 19. With respect to the proposed abandonment of the use of the portion of Railway here mentioned, it may deserve consideration whether the Bill should not contain provisions for making compensation to the owners and occupiers of adjoining lands for damage to be sustained by the Company's omission to maintain accommodation works; and if any roads have been crossed by that portion of Railway, for obliging the Company either to restore the roads to their former state, or to give security for the future repair of bridges or tunnels made by the Company; as in Sections 22–25 of the General Act for the Abandonment of Railways, 13 & 14 Vict., c. 83.

Section 20. Reference may be made to the Observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

[1. *North British Railway* (*Abbey Holme and Leegate Branch*) *Bill.*]

[2. *North British Railway* (*Carlisle Citadel Station Branch*) *Bill.*]

[3. *North British Railway* (*Perth Branch*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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North Durham Railways Bill.

THIS Bill is to incorporate "The North Durham Railway Company," with a capital of 325,000 *l.* in 10 *l.* shares, and 108,000 *l.* by loan, for making Railways in 10 Sections, viz.:— Objects.

A Railway (1.) length 15 miles 21½ chains, from a point in the township of Collierley, in the north western part of the parish of Lanchester, to a point on the southern shore of the river Tyne, near and to the west of Jarrow Blast Furnaces, with two Branches, lengths 1 mile 24 chains, and 60 chains, at Collierley: a Railway, length 1 mile 33 chains, to connect (1.) in Whickham township, with the authorised Conside Branch of the North Eastern Railway in Tanfield township, and six Branches of an aggregate length of 12 miles, 77 chains, for, amongst other things, improving the communication between Gateshead and South Shields; to be completed within five years.

The Company are to be authorised to contract with the North Eastern Railway Company with respect to the working, use, and traffic of the new undertaking; and the North Eastern Railway Company are to afford facilities to the new Company's traffic at their Newcastle, Gateshead, and South Shields Stations by through booking, accommodation for clerks and servants, and otherwise.

Section 3. If the definition of the word "land," in this clause is intended to enlarge the meaning given to that word in the Lands Clauses Consolidation Act, 1845, so as to authorise the compulsory purchase of "estates and interests" in land, less than the fee simple, it appears to be objectionable. If it is not intended to have such enlarging effect, it is unnecessary. In either case, the definition might be properly omitted. Observations.

Section 15. In this clause there should be a reference to the "provisions" generally, and not to the "powers of deviation" merely, "contained in the Acts and parts of Acts incorporated herewith."

The words "and any estates or interests" at the end of section 15, are unusual; and as they might authorise the compulsory purchase of partial interests in land, should (if they be retained, which seems unnecessary) be restricted to purchase by agreement.

Section 23. With respect to the clause in page 12, "for every person conveyed in or upon any third-class carriage by the Government trains, per mile, one penny," it is to be observed that it is unnecessary, as the matter is regulated by the General Act, 7 & 8 Vict. c. 85; and it might be properly omitted, as it might give rise to doubt whether, by that clause, the fares of children might not be raised above the limit prescribed by the General Act.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

The main line is to be carried on to the southern bank of the River Tyne, at Jarrow, and the limits of deviation extend about 40 yards into that river.

The Gateshead Branch (No. 8) runs along the shore of the River Tyne, near the south end of the Tyne Bridge, at Gateshead, for about one furlong.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railway Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North Durham Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
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North Eastern, Lancashire and Yorkshire and West Yorkshire Railway Companies Bill.

Objects.

THIS Bill provides, in accordance with a clause in "The West Yorkshire Railway Act, 1863," that the North Eastern and the Lancashire and Yorkshire Railway Companies shall become jointly interested in equal thirds with the West Yorkshire Railway Company in the construction and ownership of "The Methley Railway," from the West Yorkshire Railway to the lines of the other two Companies at Methley, which the West Yorkshire Railway Company are now authorized by that Act to construct.

Each of the North Eastern and the Lancashire and Yorkshire Railway Companies is to be authorized to raise a sum of 25,000 *l.* as new ordinary or preference capital, and one-third of that amount by loan.

Observations.

Section 8. In cases like the present, in which a Railway is to be constructed and managed by a Joint Committee, it is usual, and it seems desirable, either to make the 135th section of "The Companies Clauses Consolidation Act, 1845," relating to service of notices on a Company, applicable to the Joint Committee, or to declare expressly in what manner notices may be served on the Joint Committee.

Section 33. The terms of this clause seem to be intended to authorize the borrowing by each of the two Companies of a sum of 8,333 *l.* 6 *s.* 8 *d.* It may deserve consideration whether, instead of "one-third of the amount, &c," a specific sum should not be stated in the Bill as the limit of the new power.

Board of Trade,
February 1864.

James Booth.

[*North Eastern, Lancashire and Yorkshire and West Yorkshire Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

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1. *North Staffordshire Railway (New Works) Bill.*

2. *North Staffordshire Railway (Silverdale, Madeley, and Drayton) Bill.*

1. *North Staffordshire Railway (New Works) Bill.*

THIS Bill is to empower the North Staffordshire Railway Company—

Objects.

To make eight Railways, of an aggregate length of 15 miles 10 chains, in the parishes of Wolstanton, Barthomley, Keele, Audley, and Burslem, in the county of Stafford, in connexion with the Company's Crewe Branch, and Potteries Line, and the Silverdale and Newcastle Railway; to be completed within five years:

To make a Canal, length 10 chains, in the parish of Wolstanton, in connexion with the Trent and Mersey Canal:

To widen and improve the Trent and Mersey Canal between its junction with the Bridgwater Canal at Preston Brook, and a point in the parish of Sandbach, in Cheshire:

To raise 250,000 *l.* as new ordinary or preference capital, and 83,333 *l.* by mortgage, or debenture stock:

To take a lease of Railways in the parishes of Wolstanton and Audley, belonging to Mr, Sneyd, and to the North Staffordshire Coal and Iron Company, Limited:

To contract with the London and North Western, the Midland, the Great Western, the Wellington and Drayton, and the Nantwich and Market Drayton Railway Companies, and the late Duke of Bridgwater's Trustees, or any of them, with respect to the construction, improvement, working, use, management, and maintenance of the undertakings, including the Railways and Canals, of any of the parties.

The Bill authorises the late Duke of Bridgwater's Trustees to contribute towards the proposed Canal, and to take shares in the Company's new capital.

The Bill repeals the provisions in "The Stafford and Uttoxeter Railway Act, 1862," for the user by the Stafford and Uttoxeter Railway Company of portions of the North Staffordshire Railway.

Observations.

Section 8. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 23. The amount of the subscription which the Bridgwater Trustees may make to the Company's new capital is not limited, as the practice of Parliament seems to require.

Section 28. It appears to be a question whether the *construction* or *improvement* of the works of one Company involving the expenditure thereon of capital of another Company, can be made the subject of agreements, as here proposed, in accordance with the practice of Parliament.

With reference to the powers of entering into agreements proposed in Section 28, to be given to various Companies who are possessed of Canals, as well as Railways, see the observations under the head "Railway and Canal Companies," in the above-mentioned General Report, page 20.

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2. *North Staffordshire Railway (Silverdale, Madeley, and Drayton) Bill.*

Objects.

THIS Bill is to empower the North Staffordshire Railway Company—

To make Railways, No. 1, length 4 miles 10 chains, from the Silverdale and Newcastle Railway (on lease to the Company) at Wolstanton to a point at Madeley, in the county of Stafford;

No. 2, length 8 miles 28½ chains, from No 1, at Madeley, to the Nantwich and Market Drayton Railway at Drayton in Hales, in Shropshire; and

No. 3, length 33¾ chains, to connect No. 1 with the London and North Western Railway at Madeley; to be completed within five years:

To raise 175,000 *l.* as new ordinary or preference capital, and 58,000 *l.* by loan:

To run over the London and North Western Railway between No. 3 and the Madeley Station, and the Nantwich and Market Drayton Railway between No. 2 and the Drayton Station, and to use those Stations:

To contract with the London and North Western Railway Company with respect to the use and working of the intended Railways, and the management of traffic upon the Railways generally of the two Companies.

Observations.

Section 8. Reference may be made to the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 25. See observations on "Running Powers," in the above-mentioned General Report, page 19.

Board of Trade,
February 1864.

James Booth.

[1. *North Staffordshire Railway* (*New Works*) *Bill.*]

[2. *North Staffordshire Railway* (*Silverdale, Madeley, and Drayton*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this SESSION."

1. *North Western Railway Bill.*
2. *Okehampton Railway Bill.*

1. *North Western Railway Bill.*

This Bill is to enable the North Western Railway Company, upon a resolution being duly passed at a special meeting, to divide each 20 *l.* share in their original capital, amounting to 785,560 *l.*, into 12 *l.* "North Western Railway A. Preferential Stock," to be entitled to a fixed 5 per cent. dividend out of the 3 *l.* 10 *s.* per cent. per annum, payable by the Midland Railway Company in respect of the original shares, under the lease to that Company of the North Western Railway undertaking; and 8 *l.* "North Western Railway B. Stock," to be entitled to a fixed dividend of 1 *l.* 5 *s.* (the remainder of the 3 *l.* 10 *s.* per cent. per annum payable by the Midland Railway Company), and also to any contingent advantages secured to the original shares by the lease. Objects.

No observation is necessary.

2. *Okehampton Railway Bill.*

THIS Bill is to empower the Okehampton Railway Company—

To make Deviation Railways (Nos. 1 and 2) (lengths, 5 miles 10 chains and 7 miles 5¾ chains) between a point at Sampford Courtenay, and a point at Bridestowe, and passing through the parish of Okehampton, in lieu of corresponding portions of theLines authorised by this Company's Acts of 1862 and 1863. Objects.

Section 5. It may deserve consideration whether, for the reference in this clause to "a field numbered 1,173 on the tithe-map of the said parish of Okehampton," there should not be substituted a reference to the corresponding point in the plans deposited for the purposes of this Bill, as the latter is more accessible than the former to Public Departments and other parties interested in the due execution of the authorised works. Observations.

Sections 7 and 8. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 11. The Bill does not contain the usual provisions for making compensation to landowners on the Line abandoned, for injury arising from non-completion of purchases in pursuance of contracts or notices, and also continuing the Company's liabilities for damage done in surveying or setting-out the Line abandoned.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *North Western Railway Bill.*]
[2. *Okehampton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Oswestry and Newtown and other Railway Companies (Amalgamation, &c., Bill.

Objects.

BY this Bill it is proposed to dissolve the Oswestry and Newtown, the Llanidloes and Newtown, the Newtown and Machynlleth, the Aberystwith and Welsh Coast, and the Oswestry, Ellesmere, and Whitchurch Railway Companies, and to incorporate their shareholders as "The Cambrian Railways Company," in which new Company the Bill vests all the Railways and works authorised by certain recited Acts relating to the dissolved Companies.

The Bill repeals all existing provisions as to the capital and borrowing powers of the three dissolved Companies: and the amount of the present capital of the new Company is declared to be 2,074,992 *l.*; of which 485,550 *l.* (stated to be the amount of the present 5 per cent. preferential capital of the Oswestry and Newtown Railway Company) is to be "Oswestry Preference Capital," entitled to a 5 per cent. dividend, and to be a first charge on the profits applicable to dividends from the Undertaking of the Oswestry and Newtown Railway Company; and 85,000 *l.* (stated to be the amount of the present 5 per cent. preferential capital of the Llanidloes and Newtown Railway Company), and 60,000 *l.* (stated to be the amount of the present ordinary capital of the same Company) are to be "Llanidloes, No. 1, Preference Capital," and "Llanidloes, No. 2, Preference Capital," entitled to 5 per cent. dividends, and respectively to be a first charge and a second charge upon the gross receipts from the Undertaking of the Llanidloes and Newtown Railway Company; and the authorised capital of the Newtown and Machynlleth Railway Company is to become 110,000 *l.* "Machynlleth, No. 1, Preference Capital," and 80,000 *l.* "Machynlleth, No. 2, Preference Capital," respectively entitled to 5 per cent. and 4½ per cent. dividends, and to be a first charge and a second charge upon the gross receipts from the Undertaking of that Company: and the authorised preference capital of the Aberystwith and Welsh Coast Railway Company is to become 150,000 *l.*, "Welsh Coast Preference Capital," entitled to 5 per cent. dividends, and to be a first charge on the profits applicable to dividends from the Undertaking of that Company: and those six classes of preference capital are, subject as aforesaid, to be a charge on the general profits of the general Undertaking applicable to dividend and of the remainder 454,442 *l.* (stated to be the amount of the present ordinary capitals of the Oswestry and Newtown, and the Oswestry, Ellesmere and Whitchurch Railway Companies respectively) is to be "Ordinary Capital, No. 1," charged upon the general profits applicable to dividends of the Railways and property of the Oswestry, the Llanidloes, the Machynlleth, and the Whitchurch Companies, and 650,000 *l.* stated to be the amount of the present ordinary capital of the Aberystwith and Welsh Coast Railway Company is to be "Ordinary Capital, No. 2," charged upon the general profits applicable to dividends of the Railway and property of that Company.

The new Company is to be authorised to raise an additional sum of 30,000 *l.* by new shares or stock, which may have a 5 per cent. preferential dividend; and to borrow to the amount of 10,000 *l.*, inclusive of the sums due on mortgage by the dissolved Companies.

The Bill authorises the new Company to contract with all or any of the following eight Companies, viz., the Bishop's Castle, the Mid Wales, the Brecon and Merthyr Tydfil Junction, the Hereford, Hay and Brecon, the Kington and Eardisley, the Carnarvonshire, the Wrexham, Mold, and Connah's Quay, and the Manchester and Milford Railway Companies—with respect to the construction, maintenance, and working of the Railways and Works of the contracting parties, the interchange of traffic, the division of receipts, and otherwise in any way relating to the traffic, revenues, capital, debts, and engagements of the contracting parties.

The Bill provides uniform tolls and rates for all the Railways of the new Company.

Observations.

With respect to the proposed amalgamation of the five Companies, reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session, pages 18 and 19.

Section 12. The Bill does not limit the number of lines of rail, or prohibit shunting at the level crossings.

Section 14. With respect to the proposed aggregate capital of the new Company, viz., 2,074,992 *l.*, it is to be observed that that amount includes sums of 75,000 *l.* and 30,000 *l.*, which the Bill states the Oswestry Company have raised and subscribed to the capitals of the Aberystwith and the Whitchurch Companies, and 25,000 *l.*, which the Bill states the Llanidloes Company have raised and subscribed to the capital of the Aberystwith Company. Consequently the Bill would have the effect of duplicating those sums by making them parts of the amalgamated capitals of the Companies subscribing and subscribed to. This seems to be inconsistent with principle, and the practice of Parliament.

Section 16. It appears to be a question whether the proposed provision that the Llanidloes and Machynlleth preference capitals shall respectively be a first charge and a second charge upon the *gross receipts* derived from the Llanidloes and the Machynlleth Railways might not prejudice the holders of mortgages upon those Undertakings, by postponing the interest on their mortgages to the dividends on those preference shares; and it may deserve consideration whether the expression "the profits applicable to the payment of dividends," which is used in the first part of this clause with respect to the Oswestry preference shares, should not be substituted for "gross receipts."

Section 28. The word "inclusive" in the third line of this clause appears to be a mistake for "exclusive." It may deserve consideration whether the Bill should not, as is usual in such cases, specify the sum which is to be the maximum amount which the new Compeny may borrow on mortgage. With respect to such maximum amount it may be observed that the Llanidloes and Newtown Railway Company are not at present authorised to borrow so much as one-third of their authorised share capital; and also, that it is the practice of Parliament not to enlarge the borrowing powers of a Railway Company in respect of any share capital which they may have been authorised to raise, for a contribution to the Undertaking of another Company.

Section 44. The proposed power to the new Company and the eight other Companies named in the Bill to make and carry into effect agreements "in any way relating to the capital, shares, mortgages, loans, debts, liabilities, or engegements, of any parties to the agreement," appears to be unduly vague and extensive. It would seem to include guarantees of dividend on capital and of principal and interest of debt, or of liabilities exceeding the authorised money powers, &c., and to go beyond the purposes of arrangements usually authorised between Railway Companies.

Section 53. The quantity of luggage usually allowed in Railway Acts to second-class passengers is 100 lbs., not 80 lbs. only.

Board of Trade,
February 1864.

James Booth.

[*Oswestry and Newtown and other Railway Companies* (*Amalgamation, &c.*) *Bill*].

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Oswestry and Newtown, London and North Western, and other Railway Companies Bill.

Objects.

BY this Bill it is proposed to authorise the Oswestry and Newtown, the Shrewsbury and Welchpool, the Llanidloes and Newtown, the Oswestry, Ellesmere and Whitchurch, the Newtown and Machynlleth, the Hereford, Hay, and Brecon, the Brecon and Merthyr Tydfil Junction, the London and North Western, and the Great Western Railway Companies, or any of them (provided that the Oswestry and Newtown Railway Company be one, and the London and North Western Railway Company be another), to enter into agreements with respect to the division of receipts from traffic, and the use, working, maintenance, and management of their respective Railways; joint committees and joint accounts; and guarantee of dividends, interest, or periodical or other sums.

The Bill confirms several arrangements, set out in the schedule.

Observations.

Section 1. It may be observed that under the terms of this section the London and North Western and the Great Western Railway Companies, joining with them the Oswestry and Newtown Railway Company, might enter into an agreement for fixing, dividing, and apportioning between them the tolls and charges arising from traffic, and for having joint committees of management, and joint accounts for all their respective railways.

It seems questionable whether powers of combination between the London and North Western and the Great Western Railway Company extending to the whole of their respective systems, could be properly given by a Bill purporting to relate to certain railways in Wales. It seems not improbable that it is in fact intended by the promoters that the agreements to be authorised by the Bill shall relate only to the working and management of the railways in or near Wales.

Section 4. The substance of agreements E. F. and L. appears to be that the London and North Western Railway Company are to work the railways of the Oswestry Company (46 miles), the Llanidloes Company (13 miles), the Whitchurch Company (20 miles), and the Newtown and Machynlleth Railway (23 miles); and all receipts from those railways from local and through traffic, and all other sources, and also a rebate of 50 per cent. from the mileage receipts of the London and North Western Railway Company from traffic passing between that Company's lines and the Welsh lines are to form a joint fund, out of which are to be paid the expenses of working, maintenance and repair of the Welsh Railways, the interest and dividends of the debt and preference capital of the Welsh Companies, and dividends on agreed amounts of the ordinary capitals of those Companies, at a rate equal to the rate of dividend for the time being on the ordinary capital of the London and North Western Railway Company.

The arrangement, which is by Agreement E., article 18, made determinable by four years' notice, after the expiration of 31 years, seems to be made perpetual by Agreement F.

It appears to be a question whether the proposed confirmation of these agreements would not be equivalent to a lease of the Welsh Railways to the London and North Western Railway Company.

Reference may be made to the observations on "Amalgamation, Sale and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18.

It is to be observed, that though the Bill proposes to make future working and traffic arrangements subject to decennial revision by the Board of Trade (section 2), it contains no such provision as regards the several agreements set out in the Schedule.

Agreement F. contains stipulations (page 15, Articles 5, 6, and 7) relative to a contemplated sale by the London and North Western Railway Company and the Shropshire Union Railways and Canal Company, of the portions of the latter Company's Canal between Newtown and Hurlston, to the Welsh Railway Companies, and the subsequent abandonment of those portions of the Canal.

Reference may be made to the observations on "Railway and Canal Companies" in the General Report above mentioned, page 20. It seems not improbable that the proposed confirmation of agreement F. is intended to be regarded as giving to the conversion and abandonment of portions of the Canal "the authority and sanction of Parliament," referred to in the 5th and 6th articles of that agreement. It may deserve consideration, however, whether, before the sanction of Parliament is given, the proposed transaction between the Companies with respect to the Canal should not be made the subject of specific enactment after full notice to the public, of the intended transfer and discontinuance of the water communication. If this view be adopted it might be well to introduce into this Bill a declaration that the confirmation of Agreement F. shall not be deemed to give the authority or sanction of Parliament to the transfer, conversion or abandonment of the portions of the Shropshire Union Canal, referred to in Articles 5, 6, and 7 of that Agreement.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Oswestry and Newtown, London and North Western, and other Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr Milner Gibson).

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CXX.

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FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Oswestry and Newtown Railway and other Companies (Arrangements) Bill.

Objects.

BY this Bill it is proposed to authorize any one or more of the following Twenty-two Railway Companies, viz.:—

The Oswestry and Newtown,
The Llanidloes and Newtown,
The Oswestry, Ellesmere, and Whitchurch,
The Newtown and Machynlleth,
The Aberystwith and Welsh Coast,
The Shrewsbury and Welchpool,
The Shropshire Union Railways and Canal,
The Carnarvonshire,
The Manchester and Milford,
The Mid-Wales,
The Hereford Hay and Brecon,
The Kington and Eardisley,
The Brecon and Merthyr Tydfil Junction,
The Brecon Junction,
The Dulais Valley,
The Taff Vale,
The Rhymney,
The Llanelly Railway and Dock,
The Vale of Towy,
The Central Wales,
The Bishop's Castle, and
The Wrexham Mold and Connah's Quay,

to grant, and any others of them, provided the Oswestry and Newtown Railway Company be a lessee or lessees, to accept leases of their respective undertakings.

Those Companies, and also the London and North Western and the Great Western Railway Companies, or any of them (provided the Oswestry and Newtown Railway Company be one), are to be authorzed to enter into agreements with respect to the use, working, traffic, and receipts of their respective Railways, or their respective capital, debts, or engagements.

The Bill annexes and confirms an agreement of 30th January 1862, between the London and North Western, the Oswestry and Newtown, and the Oswestry, Ellesmere, and Whitchurch Railway Companies, for a subscription of 30,000 *l.* by the first Company to the third Company's capital, and for station accommodation for the first Company to be provided by the second Company, at Oswestry: an agreement of 30th January 1862 between the Oswestry and Newtown and the London and North Western Railway Companies, as to the use of the former Company's Station at Welchpool, by the latter Company: and heads of agreement entered into in August 1860, on behalf of the Oswestry and Newtown and the Great Western Railway Companies, with respect to the use by the latter of the Station and a portion of the Railway of the former Company, at Oswestry.

The Oswestry and Newtown Railway Company are to be authorized to raise, by New Ordinary or Preference Shares, 50,000 *l.*, for a subscription to the capital of the Bishop's Castle Railway Company; and by New Ordinary or Preference Shares 150,000 *l.*, and by loan 50,000 *l.*, to be applied in doubling the Line of their Railway, and other general purposes of their undertaking.

Observations.

Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on the Railway Bills of the Session (page 18).

Section 6. "Twenty," in the first line, appears to be a mistake for "Twenty-two."

The proposed power to the Twenty-four Companies, referred to in this clause, to make and carry into effect agreements as to any matter "in any way relating to the capital, shares, mortgages, loans, debts, liabilities, or engagements of the parties to the agreement, or any of them," appears to be unduly vague and extensive. It would seem to include guarantees of dividend on capital, and of principal and interest of debt, or of liabilities exceeding the authorized money powers, &c.: and to go beyond the purposes of arrangements usually authorized between Railway Companies.

It is also to be observed that some of the Companies, who might be enabled to grant guarantees to other Companies, have not completed their own original undertakings.

Section 13. With reference to the objects of the proposed increase of capital, it may deserve consideration whether a time should not be limited within which the doubling of the Line of the Oswestry and Newtown Railway shall be completed, with the usual penalty in case of default.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Oswestry and Newtown and other Companies (Arrangements) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed, 5 February* 1864.

FURTHER REPORT from the Board of Trade,
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Pembroke and Tenby Railway Bill.

THIS Bill is to empower the Pembroke and Tenby Railway Company— Objects.

To take additional lands at Pater, near Pembroke;

To make the following new Railways, viz.:—

(1), length 8 miles 13 chains, from a point in the Company's Pembroke and Tenby Line, 9 miles from Pembroke, to a point in the parish of Narberth:

(2), length 7 miles 78 chains, from the latter point to a junction with the South Wales Line of the Great Western Railway, near its Whitland Station:

(3), length 52½ chains, in the parish of Llangynner, near Carmarthen, between points in the South Wales Line and the Carmarthen and Cardigan Railway:

(4), length 30 chains, in the parish of St. Issells, and county of Pembroke, from (1) to the Tramway between Thomas Chapel and Saundersfoot:

(5), length 63½ chains, in the parish of Begelly, and county of Pembroke, from a point in the said Tramway to a point in the Begelly Coalfield:

To be completed within five years.

To contract with the Great Western and the Carmarthen and Cardigan Railway Companies, and the Saundersfoot Railway and Harbour Company, respectively, with respect to laying down additional rails on the narrow gauge on the portion of the South Wales Line between the intended junction therewith of Railway (2) and the Carmarthen Junction Station; on the Carmarthen and Cardigan Railway, between the Carmarthen Junction Station and its station at Carmarthen; and on the Saundersfoot Railway between the intended junctions therewith of Railways (4) and (5):

To contract with the same three Companies, or any of them, for the working and use of their Railways by the Company:

To maintain five level crossings of roads by the Pembroke and Tenby Railway not authorised by the Company's Act of 1859:

To attach a five per cent. first preference dividend to all ordinary shares issued under the Act of 1859:

To raise an additional sum of 200,000 *l.* as new ordinary or preference capital, and one-third of that sum by loan.

Section 9. After the words "subject to the provisions of this Act," it is usual and desirable to add "and of the Acts and parts of Acts incorporated herewith." Observations.

Section 24. It may deserve consideration whether, in lieu of "one-third," &c., a specific sum should not be stated in this clause as the limit of the Company's new borrowing power.

Board of Trade,
February 1864.

James Booth.

[*Pembroke and Tenby Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
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Peterborough, Wisbeach, and Sutton Railway Bill.

THIS Bill is to empower the Peterborough, Wisbeach, and Sutton Railway Company, incorporated in 1863, with a capital of 180,000 *l.* in shares, and 60,000 *l.* by loan— Objects.

To make two Railways and two Tramways, of an aggregate length of 2 miles 15 chains at and near Wisbeach, in connexion with the Company's authorised line, and with the Great Eastern Railway; to be completed within five years.

To contract with the Midland and the Great Eastern Railway Companies, or either of them, with respect to the use, working, and traffic, of the Company's authorised and proposed Railways.

To raise additional sums of 105,000 *l.* by shares (of which 80,000 *l.* is in respect of a deficiency on the estimate of expense under the Act of 1863, and 25,000 *l.* is in respect of the estimate for the new works), and 35,000 *l.* by loan.

To attach a six per cent. preference dividend to shares in the authorised and proposed capitals to an amount not exceeding 130,000 *l.*

Section 5. At the beginning of this clause reference should also be made to "The Railways Clauses Act, 1863." Observations.

Section 7. It seems desirable, with a view to the regulation of any of the Company's proposed works, which may affect tidal waters, that the whole of Part I. of the Railways Clauses Act, 1863, should be incorporated with this Bill, and not certain portions only of that Part.

Section 25. The matters in Part II. of the Companies Clauses Act, 1863, which are severally referred to in this clause, are, in fact, or at least ought to be, all the matters in Part II. It seems desirable, therefore, in order to obviate doubt, to incorporate the whole of Part II., and to omit the specific mention here made of matters comprised in that Part.

Interference with Tidal Waters.

MY Lords have to observe that interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Railway No. 1 is proposed to be carried across the River Nene at Wisbeach, about a quarter of a mile above the existing Roadway Bridge by a bridge of three spans, each 40 feet wide, and with six feet headway.

Tramways, Nos. 1 and 2, are to be carried along the western shore of the River Nene at Wisbeach, over their entire distance, cutting off access between land and water.

My Lords recommend that one of the three spans of the proposed bridge should be an opening span of not less than 40 feet.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Peterborough, Wisbeach, and Sutton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Portpatrick Railway Bill.

THIS Bill is to empower the Portpatrick Railway Company,—

To make a Railway, length 59¼ chains, from a point in their authorised line in the parish of Inch, in Wigtonshire, to the end of the embankment in Stranraer Harbour, in lieu of the corresponding portion of Railway already authorised; and to alter the levels of a portion, length 2 miles 44 chains, of the authorised line in the parish of Inch: Objects.

To run over and use the line and stations of the Castle Douglas and Dumfries Railway Company, and of the portion of the line of the Glasgow and South Western Railway Company between the line of the former Company and Dumfries; with the right to station services to be afforded by those two Companies:

To contract with the Caledonian, the London and North Western, and the Lancaster and Carlisle Railway Companies, or any of them, with respect to the working, use, and traffic of the Portpatrick Railway:

To cancel 7,000 10 *l.* shares which are forfeited, and to raise 70,000 *l.* in lieu thereof, and also a further sum of 20,000 *l.*, by new ordinary, or preference shares, and 10,000 *l.* by loan.

Section 6. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. Observations.

Board of Trade,
February 1864.

James Booth.

[*Portpatrick Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

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Redruth and Falmouth Junction Railway Bill.

THIS Bill is to incorporate "The Redruth and Falmouth Junction Railway Company," with a capital of 80,000 *l.* in 20 *l.* shares, and 26,666 *l.* by loan, for making Railways, No. 1, length 5 miles 19¾ chains, from a junction with the Cornwall Railway, in the parish of Perranarworthal, to a junction with the West Cornwall Railway, near its Redruth Station; and, No. 2, length 4½ chains, from No. 1 to a siding of the West Cornwall Railway, at Redruth Station; to be completed within five years. Objects.

The new Company are to be empowered to run over and use the Cornwall Railway between the intended junction of Railway No. 1, and Falmouth, including the Branch Railway to the Docks there, and its stations: and to contract with the Cornwall and the West Cornwall Railway Companies, or either of them, with respect to the construction, use, working, and traffic of the Railways of the contracting Companies.

Sections 21 and 22. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade, on the Railway Bills of this Session, page 20. Observations.

Section 27. See observations on "Running Powers," in the above-mentioned General Report, page 19.

Section 33. The charges for small parcels are not graduated for 7 lbs., 14 lbs., &c., according to the practice of Parliament.

Section 38. This clause does not contain the usual exception of "small parcels" from the extra charge for conveyance of goods by passenger trains.

Section 39. The quantities of luggage now usually allowed in Railway Acts to first, second, and third-class passengers, are 120 lbs., 100 lbs., and 60 lbs. respectively.

Section 40. It is not the practice of Parliament to authorise contracts for the *construction* of the works of one Company by another Company.

Board of Trade,
February 1864.

James Booth.

[*Redruth and Falmouth Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Reigate and London (West End) Junction Railway Bill.

THIS Bill is to incorporate "The Reigate and London Railway Company," with a capital of 248,000 *l.* in 10 *l.* shares, and 82,600 *l.* by loan, for making a Railway, length 8 miles 7 chains, from a junction with the authorised Line of the Banstead and Epsom Downs Railway, on Banstead Downs, to a point at the Reigate and Buckland Road, west of Reigate: to be completed within five years. Objects.

The new Company are to be authorised to contract with the Banstead and Epsom Downs, the London, Brighton, and South Coast, the West London Extension, and the London, Chatham, and Dover Railway Companies, or any of them, with respect to the construction, use, and working of the intended Railway, and the interchange of traffic.

Sections 28 and 37. With respect to the proposed *six* mile "short distance," it is to be observed that the intended Railway will be less than *nine* miles in length. Observations.

Section 36. The proposed power to contract with respect to the *construction* of the intended Railway appears to be at variance with the practice of Parliament, which leaves the execution of the work to the Company, who obtain powers to take land and to raise funds for the purpose.

Section 37. See above, under Section 28.

Board of Trade,
February 1864.

James Booth.

[*Reigate and London (West End) Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Rhymney Railway (Extensions) Bill.

THIS Bill is to empower the Rhymney Railway Company— Objects.

To make four new Railways, of an aggregate length of 4 miles 71 chains, forming junctions between the Company's Railway and the Brecon and Merthyr Tydfil, the Merthyr, Tredegar, and Abergavenny, and the Rumney Railways; to be completed within five years:

To raise further sums of 45,000 *l.*, as new ordinary or preference capital, and 15,000 *l.* by loan:

To create debenture stock.

Section 8. (E). The proposed power to *stop up* all roads, &c., *permanently*, is inconsistent with the 16th clause of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament. In other respects the 16th clause of the General Act renders Paragraph (E) of this Bill unnecessary. Observations.

Section 10. If the proposed powers of deviating laterally and vertically are intended to exceed those which the Company would have under the "Railways Clauses Consolidation Act, 1845," Sections 11-15, the special grounds for the unusual powers seem to require explanation. If they are not intended to exceed the powers in the General Act, Section 10 of this Bill is unnecessary, and therefore undesirable, as likely to give rise to doubt.

Section 18 is rendered unnecessary by the proviso at the end of Section 13 of The Companies Clauses Act, 1863, incorporated with this Bill, and might be properly omitted.

Section 22. With reference to the proposed power to create debenture stock, it is to be observed that the Bill does not incorporate Part III. of The Companies Clauses Act, 1863.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Rhymney Railway (Extensions) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Ribblesdale Railway Bill.*
2. *Rickmansworth, Amersham, and Chesham Railway Bill.*

1. *Ribblesdale Railway Bill.*

THIS Bill is to incorporate "The Ribblesdale Railway Company," with a capital of 180,000 *l.* in 10 *l.* shares, and 60,000 *l.* by loan, for making a Railway, length 14 miles 38 chains, from a junction with the Lancashire and Yorkshire Railway at its Chatburn Station, to a junction with the North Western Railway (on lease to the Midland Railway Company) at its Settle Station to be completed within five years. Objects.

The new Company are to be authorised to contract with the Lancashire and Yorkshire and the Midland Railway Companies, or either of them, with respect to the use and working of the intended Railway, and the interchange of traffic.

No observation is necessary.

2.—*Rickmansworth, Amersham, and Chesham Railway Bill.*

BY this Bill it is proposed to enable the Rickmansworth, Amersham, and Chesham Railway Company to make their authorised line across a public road at Rickmansworth, on the level, instead of such road being carried over the Railway by a bridge, as would be requisite under this Company's Act of 1862. Objects.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Ribblesdale Railway Bill.*]

[2. *Rickmansworth, Amersham, and Chesham Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Royston and Hitchin Railway Bill.

Objects.

THIS Bill is to empower the Great Northern Railway Company, who are owners of the Royston and Hitchin Railway, and its Extension to Shepreth,

To make—

Railways No. 1. Length 4 miles 48¾ chains, to connect the Shepreth Extension at Shepreth with the Bedford and Cambridge Railway at Haslingfield;

No. 2. Length 1 mile 70½ chains from a junction with the Bedford and Cambridge Railway at the north-east of Trumpington, to a point at Emmanuel-road, Cambridge; and

No. 3. Length 67¾ chains, from that point to the Great Eastern Railway at Mill-road:

To be completed within four years;

To lay a second line of rails on the line of the Bedford and Cambridge Railway Company, between the intended Railways Nos. 1 and 2, if not laid by that Company after notice from the Great Northern Railway Company;

To use the portion of the Bedford and Cambridge Railway between Nos. 1 and 2, and the portion of the Great Eastern Railway between the junctions therewith of the Bedford and Cambridge Railway and the intended Railway No. 3; and to use the Cambridge Station of the Great Eastern Railway;

To contract with the Bedford and Cambridge, and the Great Eastern Railway Companies, as to the working and use of the above mentioned portions of Railway and intended Railways;

To raise 160,000*l.* as new ordinary, or 4½ per cent. preference capital, and 53,300*l.* by mortgage, or debenture stock.

Sections 10 and 11. See observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

Royston and Hitchin Railway Bill.

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Salisbury and Yeovil Railway Bill.*
2. *Salisbury Railway and Market House Company Bill.*

1. *Salisbury and Yeovil Railway Bill.*

THIS Bill is to empower the Salisbury and Yeovil Railway Company— Objects.

To take additional lands at West Tisbury, Wardour, and Semley, in Wilts, and at Motcombe, Gillingham, and Buckhorn Weston, in Dorset, and at Temple Combe, in Somerset:

To raise further sums of 150,000 *l.* as new ordinary or preference capital, and 49,500 *l.* by loan:

To create 4½ per cent. debenture stock.

The London and South Western Railway Company, who hold shares in the Company's capital, and are lessees of their undertaking, are to be authorised to subscribe for all or any part of the new capital, and to raise the amount by creation of new ordinary or preference capital in their own undertaking.

No observation is necessary.

2. *Salisbury Railway and Market House Company Bill.*

By this Bill it is proposed to vary certain restrictive provisions in this Company's Act of Incorporation of 1856, and to authorise the Company to raise further sums of 5,000 *l.* as new ordinary or preference capital, and 1,000 *l.* by loan. Objects.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[1. *Salisbury and Yeovil Railway Bill.*]
[2. *Salisbury Railway and Market House Company Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Scottish Central Railway (Dundee and Newtyle Extension) Bill.*

2. *Scottish Central Railway (Stations, &c.) Bill.*

1. *Scottish Central Railway (Dundee and Newtyle Extension) Bill.*

Objects.

THIS Bill is to empower the Scottish Central Railway Company—

To raise 45,000 *l.* as new ordinary, or preference capital, and 15,000 *l.* by mortgage or debenture stock;

To make Railways—

No. 1, length 4 miles 8 chains, from a Junction at Pitnappie with the Dundee and Newtyle Railway (which is vested in the Company on long lease) to a Junction with the Scottish North Eastern Railway at Meigle Station;

No. 2, length 14 chains, to connect No. 1 with the Company's existing Newtyle Station; and

No. 3, length 28 chains, to connect No. 1 with the Scottish North Eastern Railway Branch from Ardler Station to Newtyle village; to be completed within three years:

To relinquish the use of the portion of the Dundee and Newtyle Railway between the intended Pitnappie Junction and the foot of the Hatton incline at Newtyle Station; for which a portion of the new Railway will be substituted.

The Bill repeals the existing toll provisions relating to the Dundee and Newtyle Railway, and substitutes those authorised in 1855 for the Dundee and Perth and Aberdeen Junction Railway.

The Company on the one part and each of the Scottish North Eastern and the Alyth Railway Companies on the other part may require and enforce by arbitration the transmission of traffic between certain places on their respective lines at through rates, *viâ* Newtyle; and for traffic to and from the Alyth Railway the Company are to be empowered to use a portion of the Scottish North Eastern Railway.

The Scottish North Eastern Railway Company may within six months require the Company to cede to them so much of the intended Railways as lies between Meigle Station and any new or enlarged station which the Company may make at Newtyle, with the right to use such station; and to pay for such cesser may raise 25,000 *l.* as new ordinary or preference capital.

No observation is necessary.

2.—*Scottish Central Railway (Stations, &c.) Bill.*

Objects.

THIS Bill is to empower the Scottish Central Railway Company—

To raise 90,000 *l.* as new ordinary, or preference capital, and 30,000 *l.* by mortgage or debenture stock:

To extend their Stations at Perth and Dundee:

To divert Yeaman Shore, in Dundee, by making a new street:

To make new roads in lieu of existing level crossings of Turnpike and other roads; and an extended siding, length 6¾ chains, at Dunblane:

To retain superfluous lands for seven years from the passing of the Bill.

No observation is necessary.

James Booth.

Board of Trade,
February 1864.

[1. *Scottish Central Railway (Dundee and Newtyle Extension) Bill.*]
[2. *Scottish Central Railway (Stations, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Scottish North Eastern and Alyth Railway Companies Bill.*
2. *Scottish North Eastern and Perth Almond Valley and Methven Railways Bill.*

1. *Scottish North Eastern and Alyth Railway Companies Bill.*

Objects.

BY this Bill the undertaking of the Alyth Railway Company is to be vested, in perpetuity, in the Scottish North Eastern Railway Company by way of lease, as from 1st February 1863, at a yearly rent equal to 45 per cent. of the gross annual revenue of that undertaking, to be payable out of its tolls and revenue.

The Alyth Railway Company are to be authorised to raise a further sum of 3,000 *l.* by new shares, which may have a 5½ per cent. preference dividend.

The Scottish North Eastern Railway Company are to be authorised to hold any additional amount of shares in the capital of the Alyth Railway Company.

Observations.

The Bill recites (page 1), that the Alyth Railway "is in effect a Branch of the Scottish North Eastern Railway." At the same time the Bill proposes (page 2, and sections 24–27) that the tolls, rates, and charges now leviable in respect of the Alyth Railway shall be altered and increased; and it seems to be intended (sections 7 and 27) that two separate "short distance" charges shall be leviable in the case of traffic passing for short distances over that Railway, and also over the Scottish North Eastern Railway.

2. *Scottish North Eastern and Perth Almond Valley and Methven Railways Bill.*

Objects.

BY this Bill it is proposed to cancel shares to the amount of 7,910 *l.* in the authorised capital (25,000 *l.*) of the Perth Almond Valley and Methven Railway Company (in the Bill called "the Company"), and to authorise the Company to create new four per cent. preference shares to the amount of 12,910 *l.*; to borrow 2,000 *l.*, in addition to their authorised mortgage debt of 8,000 *l.*; and to convert their debt into four per cent. debenture stock.

The Bill authorises a sale or lease in perpetuity of the Company's undertaking, to be made at any time to the Scottish North Eastern Railway Company, and empowers the latter Company to hold any number of shares in the Company's capital, and, for the purchase of shares, or of the Company's undertaking, to create new ordinary, or five per cent. preference shares to the authorised amount of the Company's share capital; any preference dividend to be a first charge on the tolls and revenue of the Perth Almond Valley and Methven Railway, and, in case of deficiency, to be made good out of the 85 per cent. of the profits of the Scottish North Eastern Railway Company for the same year, divisible between the classes of proprietors of Scottish North Eastern capital stocks.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[1. *Scottish North Eastern and Alyth Railway Companies Bill.*]

[2. *Scottish North Eastern and Perth Almond Valley and Methven Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Scottish North Eastern and Scottish Central Railway Companies' Bill.

THIS Bill is to empower the Scottish North Eastern Railway Company to make Railway (No. 1), length 1 mile 70 chains, from a junction near Pitnappie, with the Dundee and Newtyle Railway, leased to the Scottish Central Railway Company, to a point near the village of Newtyle; and Railway (No 2), length 1 mile 5½ chains, from the termination of No. 1 to a junction with the Main Line of the Scottish North Eastern Railway, east of Meigle Station, and a Passenger Station at the point of junction of Nos. 1 and 2: to be completed within four years: Objects.

To raise 25,000 *l.* by new five per cent. preference capital, the dividends of which are to be a first-charge on the tolls and revenue of the new Railways; and in case of deficiency, are to be made good out of the 85 per cent. of the profits of the Company for the same year, divisible between the two classes of proprietors of Scottish North Eastern capital stocks; and 8,000 *l.* by mortgage or debenture stock.

Tolls, small-parcel rates, and a six-miles short distance charge for the new Railways are proposed by the Bill, distinct from those for the Company's other Railways.

Power is reserved to the Scottish Central Railway Company, if they obtain Parliamentary sanction within one year, to purchase the new Railway (No. 1), and a joint interest in the intended Newtyle Station.

After the completion of Railway No. 1, and until its purchase by the Scottish Central Railway Company, the Scottish North Eastern Railway Company are to be authorised to run over the Dundee and Newtyle Railway, between its Auchterhouse Station and Railway No. 1.

Section 9. *See* Observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session (page 20). Observations.

Section 41. *See* Observations on "Running Powers" in the above-mentioned General Report (page 19).

Board of Trade,
February 1864. *James Booth.*

[*Scottish North Eastern and Scottish Central Railway Companies' Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Scottish North Eastern Railway Bill.

THIS Bill is to empower the Scottish North Eastern Railway Company—

To make a Railway, length 17 miles 20 chains, from their present Dundee and Arbroath Line at Craigie, near Dundee, to their present Arbroath and Forfar Line at the Red Road Bridge, Forfar, to afford more direct communication between Dundee and Forfar, and to be completed within five years; Objects.

To raise 125,000 *l.* by new 5 per cent. preference capital, the dividends of which are to be a first charge on the tolls and revenue of the Railway, and in case of deficiency are to be made good out of the 85 per cent. of the profits of the Company for the same year, divisible between the two classes of proprietors of the Scottish North Eastern capital stocks; and 41,000 *l.* by mortgage, or debenture stock;

Tolls, small parcel rates, and a six miles short distance charge for the new Railway, are proposed by the Bill distinct from those for the Company's other Railways.

Section 8. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20. Observations.

Section 37. If this power to stop up "any portion of road or footpath leading through or to any station, or *any other road*," &c., is not intended to go beyond the 16th Section of "The Railways Clauses Consolidation (Scotland) Act, 1845," it appears unnecessary. If further power is sought than would be conferred by the General Act, the reason appears to require explanation.

Board of Trade,
February 1864.

James Booth.

[*Scottish North Eastern Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Sevenoaks, Maidstone, and Tunbridge Railway Bill.

THIS Bill is to enable the Sevenoaks, Maidstone, and Tunbridge Railway Company— Objects.

To unite with their original undertaking (with the assent of a special meeting of the holders of original shares, and, if any extension shares shall have been issued, of a special meeting of the holders of extension shares also), the Extension Railways authorised in 1862, to Maidstone, and to join the authorised new Line to Tunbridge of the South Eastern Railway Company, near Sevenoaks, and the revenues and profits of such Extension Railways:

To raise further sums of 100,000 *l.* by new shares, which may have a 6 per cent. preferential dividend, and 33,000 *l.* by loan:

To issue any shares under the Company's existing Acts and this Bill as preferred and deferred half shares.

The Bill authorises a transfer or lease of the Company's undertaking to be made at any time to the London, Chatham, and Dover Railway Company, with power to the latter Company to allot and issue to the proprietors, mortgagees, and other creditors of the former Company, by way of compensation, any stocks or shares, rentcharges, annuities, mortgages, or securities of the Dover Company.

Sections 12 and 15. Reference may be made to the observations on "Amalgamation, Sale and Lease," including those on "Notice of Transfer," in the General Report of the Board of Trade on the Railway Bills of this Session pages 18 and 19. Observations.

Section 13. The Bill does not appear to contain any such limitation as would be required by the practice of Parliament, of the amount of the stocks or shares, rentcharges, annuities, mortgages, or securities of the Dover Company, which may be issued under this clause, and which, as it would seem, are to be additional to those which the Dover Company are already authorised to issue under their own Acts. It also seems to be a question whether the "other creditors of the Company" (not being their mortgagees), who are referred to in the second line of this clause, and to whom securities of the Dover Company may be issued, should not be further defined, in order that it may appear that the debts in question have been incurred for the authorised purposes of the Company's undertaking.

It is to be observed that the Bill does not reserve the priority of existing preferences, mortgages, &c., granted by the Dover Company over such as they may grant under this clause.

Section 23. It may deserve consideration whether the expressions "general profits," and "general undertaking," of the Dover Company, which appear to be here used in contradistinction to other profits and undertakings, do not require further explanation by reference to Acts of the Dover Company, or otherwise.

Section 24. It is to be observed that the Bill does not incorporate Part II. Additional Capital, of the "Companies Clauses Act, 1863."

Board of Trade, *James Booth.*
February 1864.

[*Sevenoaks, Maidstone, and Tunbridge Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Sheffield, Chesterfield, and Staffordshire Railway Bill.

Objects.

This Bill is to incorporate "The Sheffield, Chesterfield, and Staffordshire Railway Company," with a capital of 1,500,000 *l.* in 10 *l.* shares, and 500,000 *l.* by loan, and with power to create 4½ per cent. debenture stock, for making the following Railways, viz.:—

No. 1, length 35 miles 74½ chains, from a junction with the Sheffield and Rotherham Branch of the Midland Railway, at Brightside Bierlow, passing by Bakewell and Winster, to a junction with the Ashbourne Branch of the North Staffordshire Railway, at Ashbourne Station:

No. 2, length 8 miles 17½ chains, from No. 1, at Ecclesall Bierlow, to the Midland Railway, near its Chesterfield Station:

Nos. 3, 4, and 5, lengths 4 miles 40 chains, 28½ chains, and 36½ chains, to connect No. 1, with No. 2 at Newbold, with the Manchester, Sheffield, and Lincolnshire Railway at Brightside Bierlow, and with the Rowsley and Buxton Line of the Midland Railway, near its Hassop Station:

Nos. 6 and 7, lengths 3 miles 1 chain, and 60 chains, to connect Nos. 2 and 3 with the Railway of the Dunston and Barlow Company, near Chesterfield:

No. 8, length 2 miles 9¾ chains, between junctions with the Churnet Valley and the Potteries Lines of the North Staffordshire Railway Company at Uttoxeter:

No. 9, length 63½ chains, from No. 8 to the authorised Line of the Stafford and Uttoxeter Railway at Uttoxeter; to be completed within five years: with power to widen Townhead-street, in Sheffield.

The new Company are to be authorised—

To contract with the London and North Western, the Midland, the Manchester, Sheffield, and Lincolnshire, the North Staffordshire, and the Stafford and Uttoxeter Railway Companies, and the South Yorkshire Railway and River Dun Company, or any of them, with respect to the use and working of the intended Railways and the interchange of traffic; and with the Dunston and Barlow Company with respect to the use and working of the respective Railways of that Company and the new Company:

To run over the Manchester, Sheffield, and Lincolnshire Railway, between the intended junction therewith of Railway No. 4 and its Victoria Station at Sheffield, and thence to the intended junction therewith of the Sheffield Extension of the South Yorkshire Railway at Woodburn, and to use that Victoria Station:

To run over the Midland Railway, between Railway No. 1 and Rotherham and Masbro' Stations, and between Railway No. 2 and Chesterfield Station, and between Railway No. 5 and Buxton Station, and to use those four Stations, and also Brightside Station:

To run over the North Staffordshire Railway, between Railway No. 1 and the Junction Station at Uttoxeter, and between Railway No. 8 and the Bramshall Station on the Potteries Line, and to use those two Stations:

To run over the Stafford and Uttoxeter Railway.

The Company, and the London and North Western, the Midland, the Manchester, Sheffield, and Lincolnshire, the North Staffordshire, and the Stafford and Uttoxeter Railway Companies, severally, are to afford each other traffic facilities, by through booking, through carriages, booking-offices at stations, and otherwise:

Observations.

Section 23. After "Subject to the provisions of this Act" should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 39. See observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session (page 19).

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Sheffield, Chesterfield, and Staffordshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—CXXXVI.

FURTHER REPORT from the Board of Trade,
In Compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of this Session.

Shrewsbury and Welchpool Railway Bill.

THIS Bill is to authorise the making, at any time hereafter, of a transfer, or a lease, of the undertaking of the Shrewsbury and Welchpool Railway Company (whose authorised capital is 246,000 *l.* by shares, and 72,000 *l.* by loan), to the London and North Western Railway Company, or to that Company and the Great Western Railway Company jointly. Objects.

In the event of a transfer the Shrewsbury and Welchpool Railway Company are to be dissolved.

The London and North Western Railway Company are to be authorised to raise the sum necessary for a transfer to them, by creating new ordinary or preference shares, and as to a part by borrowing.

Reference may be made to the observations on "Amalgamation, Sale, and Lease," including those on "Notice of Transfer," in the General Report of the Board of Trade on the Railway Bills of this Session, pages 18 and 19. Observations.

Section 2. This Bill contains no provision for submitting the terms of *a sale and purchase*, to special meetings of the contracting Companies. Section 29 contains such provisions as to the terms of a *lease* only.

Section 3. The Bill contains no limitation of the compensation which the Great Western Railway Company may grant, in the case of their joining in the purchase, nor any definition of the manner in which they may raise such compensation.

Section 22 authorises the London and North Western Railway Company to raise by new shares or stock "any sums which may be necessary for effecting the purchase"—*i.e.* the *whole* consideration for the purchase—of the Shrewsbury and Welchpool Railway, or any share or interest therein. Section 23 authorises that Company, for the purposes of any such purchase, to "borrow *one-third* of the amount which they are by this Act authorised to raise by new shares or new stock for those purposes," *i.e*, one-third of the *whole* consideration for the purpose. It would seem to be more in accordance with the practice of Parliament if the limit of the new borrowing power were to the following effect, viz. "not exceeding in the whole *one-fourth* of any sums which may be necessary for effecting the purchase of the Railway of the Company, or any share or interest therein."

It seems to be a question, however, whether the purchasing Company or Companies can be properly authorised to borrow and re-borrow, for the purposes of the purchase, to a greater amount than 72,000 *l.*, the limit of the borrowing powers of the Shrewsbury and Welchpool Railway Company.

Section 31. This clause, which is for the most part in the terms of Section 113 of "The Railways Clauses Consolidation Act, 1845," omits the final part of that enactment, which imposes on the lessee the obligations by that Act or the Special Act imposed on the leasing Company.

The Bill also omits Section 112 of "The Railway Clauses Consolidation Act, 1845," relating to the covenants to be contained in the lease.

It may deserve consideration whether Sections 112 and 113, "with respect to leasing the Railway," of the General Act, should not be incorporated with this Bill, in lieu of Section 31 of the Bill.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Shrewsbury and Welchpool Railway.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Somerset and Dorset Railway (Cheddar Valley and Yatton) Bill.*
2. *Somerset and Dorset Railway (Extension to Shepton Mallet) Bill.*

1. *Somerset and Dorset Railway (Cheddar Valley and Yatton) Bill.*

THIS Bill is to empower the Somerset and Dorset Railway Company—

Objects. To make Railways (1) and (2), lengths 15¼ chains and 16 chains, from junctions with the Company's Line, at or near its Wells Station, to a point in Tucker-street, Wells; and (3), length 17 miles 32 chains, from the last-mentioned point, passing near and by the south of Cheddar and Axbridge, to a junction with the Bristol and Exeter Railway, near its Yatton Station: to be completed within five years:

To receive from and to give to the East Somerset, and the Bristol and Exeter Railway Companies, traffic facilities by through booking, and so far as may reasonably be required, without change of conveyance:

To contract with the Bristol and Exeter Railway Company with respect to the adaptation to the narrow gauge of the portion of that Company's Line between its Highbridge and Bristol Stations, and to the use by the Company of that portion of Railway and its several stations.

To raise further sums of 170,000 *l.* as new ordinary or preferential capital, and 56,000 *l.* by loan.

No observation is necessary.

2. *Somerset and Dorset Railway (Extension to Shepton Mallet) Bill.*

THIS Bill is to empower the Somerset and Dorset Railway Company—

Objects. To take additional lands in the parishes of East Pennard, Evercreech, and Temple Combe:

To make a Railway, length 3 miles 48 chains, from a point in their Line, at East Pennard to Shepton Mallet, to be completed within five years:

To hold superfluous lands acquired by them for a period, which will extend to *fifteen* years from the passing of this Bill.

The Company and the Bristol and North Somerset Railway Companies are to afford to each other traffic facilities by through rates and carriages, and are to be authorised to enter into agreements with respect to the working and use of the Bristol and North Somerset Railway, and with respect to the traffic of the respective Railways of the two Companies.

The Somerset and Dorset Railway Company are to be authorised to raise further sums of 150,000 *l.* as new ordinary or preferential capital, and 50,000 *l.* by loan.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[1. *Somerset and Dorset Railway* (*Cheddar Valley and Yatton*) *Bill.*]

[2. *Somerset and Dorset Railway* (*Extension to Shepton Mallet*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *South Eastern Railway* (*No.* 1) *Bill.*
2. *South Eastern Railway* (*No.* 2) *Bill.*
3. *South Eastern Railway* (*No.* 3) *Bill.*
4. *South Eastern Railway* (*No.* 4) *Bill.*

1. *South Eastern Railway* (*No.* 1) *Bill.*

THIS Bill is to empower the South Eastern Railway Company to make the following new Railways; viz.— Objects.

No. 1, length 1 mile 11⅓ chains, in the parish of Croydon, from the Mid-Kent (Addiscombe) Railway, authorised in 1862, to the Addiscombe Road;

No. 2, length 3 miles 31⅓ chains, from No. 1, at Croydon, to the Company's Caterham Branch at Coulsdon;

No. 3, length 4 miles 59¼ chains, from a junction at Otford with the Company's new line to Tunbridge, authorised in 1862, to a point in the parish of Westerham, near the turnpike road to Bromley;

To be completed within five years;

To raise further sums of 180,000 *l.* as new ordinary or preference capital, and 60,000 *l.* by loan.

No observation is necessary.

2. *South Eastern Railway* (*No.* 2) *Bill.*

THIS Bill is to empower the South Eastern Railway Company to make a Railway, length 13 miles 58½ chains, from a junction, in the parish of Battle, with the Company's Tunbridge Wells and Hastings Branch to a point at the north side of the Terminus Road, Eastbourne; to be completed within five years; Objects.

To raise further sums of 230,000 *l.* as new ordinary or preference capital, and 76,000 *l.* by loan.

No observation is necessary.

3. *South Eastern Railway* (*No.* 3) *Bill.*

THIS Bill is to empower the South Eastern Railway Company to make the following new Railways; viz.— Objects.

No. 1, length 9 miles 61¼ chains, from a junction, in the parish of Brenchley, with the Company's main line, to a point at Hartley, in the parish of Cranbrook;

No. 2, length 9 miles 52¾ chains, from the last-mentioned point to Tenterden;

No. 3, length 7 miles 37 chains, from a junction with No. 2 at Rolvenden to a junction with the Company's Ashford and Hastings Branch at Appledore;

No. 4, length 3 miles 4¼ chains, from a point in the Company's main line near Sandling Bridge, in the parish of Saltwood, to Shorncliffe Camp;

To be completed within five years;

To raise further sums of 450,000 *l.* as new ordinary or preference capital, and 150,000 *l.* by loan.

No observation is necessary.

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4. *South Eastern Railway (No. 4) Bill.*

Objects.

This Bill is to authorise the South Eastern and the Mid Kent Railway Companies to make and carry into effect arrangements with respect to the amalgamation of the Mid Kent Company and their undertaking with the South Eastern Company and their undertaking; upon which, the 45,000 *l.* first and the 15,000 *l.* second preferential capitals of the Mid Kent Company are to become preferential capitals of the South Eastern Company, with dividends charged on the profits of the Mid Kent Railway, the deficiency in any year to be made up out of net profits of the year applicable to payment of dividend on ordinary capital of the South Eastern Company.

The South Eastern Company and the London, Chatham and Dover Railway Company are to be authorised to contract with respect to the working, use and traffic of the Mid Kent Railway.

The South Eastern Company are to be authorised, for the purposes of the amalgamation, and for the general purposes of their undertaking, to raise 295,000 *l.* as new ordinary or preference capital, and 83,000 *l.* by loan.

Observations.

Section 5. Reference may be made to the Observations on "Amalgamation, Sale and Lease," including those on "Notice of Transfer," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18.

Sections 17, 18 and 21. These clauses, and the Bill generally, seem to leave it uncertain whether the 295,000 *l.* further capital is, or is not, to include the new preferential capitals of the South Eastern Company, to be substituted for the first and second preferential capitals of the Mid Kent Company.

It is to be observed that the Bill does not, as would be in accordance with the practice of Parliament (1), limit the amount of new capital which the South Eastern Company may create for the purposes of the amalgamation to the amount of the authorised capital of the Mid Kent Company; or (2) make the sum of 45,000 *l.*, mentioned in Section 18 as part of the further loan capital of 83,000 *l.*, applicable only to paying off the debenture debt (40,000 *l.*) of the Mid Kent, and to other purposes of the Mid Kent Railway undertaking.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *South Eastern Railway* (*No.* 1) *Bill.*]
[2. *South Eastern Railway* (*No.* 2) *Bill.*]
[3. *South Eastern Railway* (*No.* 3) *Bill.*]
[4. *South Eastern Railway* (*No.* 4) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

South Wales Mineral Railway Bill.

THIS Bill is to authorise the South Wales Mineral Railway Company— Objects.

To maintain a Railway (No. 2), length 1 mile 1 chain, already constructed by them, from the termination of their authorised Line at Glyncorrwg to the River Corrwg:

To make a Tramway (No. 1), length 3 miles, from a point in their Line near Cymmer, in the parish of Glyncorrwg, to Blaen Afon, in the parish of Llangonoyd; and a Railway (No. 3), length 36¾ chains, from the termination of No. 2 to Blaen Corrwg; Nos. 1 and 3 to be completed within four years:

To raise further sums of 30,000 *l.* as new ordinary or preference capital, and 10,000 *l.* by loan.

Section 2. It may deserve consideration whether the Bill should not show more distinctly the difference between "Tramway" and "Railway," as used in this and following clauses; whether in respect of gauge, working by horse or locomotive power, conveyance of passenger traffic, or otherwise. Observations.

Section 4 appears to authorise one level crossing only. The mention, therefore, of "Railways and Tramway," and of "public *roads*," seems to be erroneous in this clause.

Section 7. The word "public" is omitted before "traffic." If the conveyance of passengers on the Railway and Tramway, or either of them, is not to be obligatory on the Company, it might be properly so stated in the Bill.

With respect to Railway No. 2, it is to be observed that the Bill does not state that it has been opened for public traffic; nor does the Bill contain any provision for securing its being so opened within a definite time.

Board of Trade,
February 1864.

James Booth.

[*South Wales Mineral Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
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1. *South Yorkshire Railway Bill.*
2. *South Yorkshire Railway and River Dun Company (Transfer, &c.) Bill.*

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1. *South Yorkshire Railway Bill.*

Objects.

THIS Bill is to empower the South Yorkshire Railway and River Dun Company to make a Railway, length 1 mile 9 chains, from a point in their Barnsley Coal Railway, near Ardsley Station, to the Railway authorised (in 1863) to be constructed by the Midland Railway Company between Carlton, and Barnsley.

The proposed Railway is to be completed within four years.

No observation is necessary.

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2. *South Yorkshire Railway and River Dun Company (Transfer, &c.) Bill.*

Objects.

BY this Bill it is proposed that, in pursuance of an Agreement of 8th June 1861, between the Manchester, Sheffield, and Lincolnshire Railway Company (called in the Bill the Sheffield Company) and the South Yorkshire Railway and River Dun Company (called in the Bill the South Yorkshire Company), which is to be modified and confirmed by the Bill, the undertaking of the South Yorkshire Company, including as well their Railways as their Canals and Navigations, shall, on 1st January 1864, be vested in the Sheffield Railway Company for 999 years, at a half-yearly rent, sufficient to pay the half-year's interest and dividend on the South Yorkshire Company's mortgages and debenture stock and guaranteed and preference stock (including so much of the latter as is held by former proprietors of the Navigations and Canals); and also to pay a half-year's dividend at 5 per cent. per annum on the South Yorkshire Company's ordinary shares and stock (including shares and stock held by former proprietors of the Navigations and Canals, and entitled to like dividend, and also including additional capital to be expended by the South Yorkshire Company under any Act of this Session); together with one-half of the clear profits from the undertaking of the South Yorkshire Company remaining after the three payments before-mentioned.

The Bill repeals the existing provisions, except pontage for the Trent Bridge, and substitutes new provisions, relating to tolls and maximum rates for the Railways of the South Yorkshire Company.

The Bill also authorises an absolute transfer to be made at any time of the undertaking of the South Yorkshire Company to the Sheffield Company, whereupon the former Company is to be dissolved.

Observations.

Reference may be made to the observations on "Amalgamation, Sale and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session (page 18), and also to the observations on "Railway and Canal Companies," in the same Report (page 20); with regard to which it is to be observed, that in the Agreement of 8th June 1861, there is a provision (page 27, article 5) against intentional diversion of coal and mineral traffic from the Railways to the Navigations or Canals of the South Yorkshire Company.

Section 16. This clause does not contain the usual provision respecting terminal charges, and definition of a terminal station.

Section 17. It seems to be a question whether the proposed six-mile "short distance" provision would be appropriate to articles for which an increased mileage rate is authorised by Sections 13 and 16, if conveyed for a distance not exceeding 15 miles.

The provision in Section 17, that when articles or persons are "conveyed exceeding 15 miles, the Company may demand tolls and charges as for 15 miles at the least," seems unnecessary, and is perhaps inserted in mistake.

Section 24. With reference to the provision that upon a transfer by way of sale of the South Yorkshire Company's undertaking, the shareholders in that Company shall become shareholders in the Sheffield Company, "and shall be entitled to such fixed or fluctuating dividend, &c.," it seems to be a question whether the positions which the South Yorkshire and the Sheffield shareholders would hold with respect to each other are defined in the Bill as the practice of Parliament requires; and whether sufficient provision is made against the alteration of the terms of preferences granted by the two Companies respectively.

It may deserve consideration whether this Bill should not provide that in the event of a transfer, and of the South Yorkshire Company being dissolved thereupon, Part V. (relating to Amalgamation) of "The Railway Clauses Act, 1863," shall be incorporated with the Bill.

Board of Trade,
February 1864.

James Booth.

[1. *South Yorkshire Railway Bill.*]
[2. *South Yorkshire Railway and River Dun Company (Transfer, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CXLI.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Stonehouse and Nailsworth Railway Bill.

THIS Bill is to empower the Stonehouse and Nailsworth Railway Company— Objects.
To make (1) a Railway, length 1 mile 4½ chains, from a junction with their authorised line at Dudbridge to a junction with the Great Western Railway near and to the west of Stroud; and (2) a Railway, length 17¼ chains, to form a second junction between the Company's authorised Line and the former intended Railway; to be completed within five years:
To raise for those purposes 27,000 *l.* by 20 *l.* "Extension Shares," which are to form a separate capital for the new separate undertaking, and 9,000 *l.* by loan:
To attach a preferential dividend to unissued shares to the amount of 20,000 *l.* in the Company's authorised capital of 66,000 *l.*:
To run over and use the Great Western Railway between the intended junction therewith and the Stroud Station:
To contract with the Great Western and the Midland Railway Companies, or either of them, with respect to the use, working and traffic of the proposed Railways.

Section 11. The declaration in this clause that the powers of the Act may be exercised by the Directors, is not usually admitted into a Railway Act. Observations.
Section 33, Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade, *James Booth.*
February 1864.

[*Stonehouse and Nailsworth Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Sunningdale and Cambridge Town Railway Bill.

Objects.

This Bill is to incorporate "The Sunningdale and Cambridge Town Railway Company," with a capital of 70,000*l.*, in 10*l.* shares, and 23,000*l.* by loan, for making a Railway, length 6 miles 53 chains, from a junction with the Staines and Wokingham Railway, near its Sunningdale Station, to High-street, Cambridge Town, near Bagshot; to be completed within five years.

The Company are to be authorised to run over the portion of the Staines and Wokingham Railway, between the intended junction and Sunningdale Station, and to use that station; and to contract with the London and South-Western Railway with respect to the construction, use, working, and traffic of the intended Railway.

Observations.

Section 27. This Bill does not, as is usual, fix a separate maximum rate for parcels not exceeding 7lbs.

Section 34. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Section 36. It is not in accordance with the practice of Parliament to authorise contracts for the *construction* by a Company of the Railway of another Company, to whom the powers are granted of taking lands for and executing the works, and of raising funds for the purpose.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Sunningdale and Cambridge Town Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Surrey and Sussex Junction Railway Bill.

THIS Bill is to incorporate "The Surrey and Sussex Junction Railway Company," with a capital of 750,000 *l.* in 50 *l.* shares, and 250,000 *l.* by loan, for making Railways— Objects.

No. 1, (Main Line) length 22 miles 34¼ chains, from a junction with the London, Brighton, and South Coast Railway Main Line, at Coombe Lane, Croydon, passing by Warlingham, Oxtead, Edenbridge, and Cowden, to a junction at Withyham with the authorised Line of the East Grinstead, Groombridge, and Tunbridge Wells Railway:

No. 2, (Uckfield Junction) length 59½ chains, between the last-mentioned authorised Line and the authorised Line of the Brighton, Uckfield, and Tunbridge Wells Railway, in the parishes of Withyham and Rotherfield;

No. 3, (Westerham Branch) length 3 miles 65 chains, from No. 1 at a point in the parish of Oxtead by Limpsfield, to Westerham:

No. 4, (Godstone Branch) length 2 miles 58 chains, from No. 1, at the same point in the parish of Oxtead to Godstone:

To be completed within five years.

The new Company are to be authorised to contract with the London, Brighton, and South Coast, the East Grinstead, Groombridge, and Tunbridge Wells, and the Brighton, Uckfield, and Tunbridge Wells Railway Companies, or any of them, with respect to the use, working and traffic of the intended Railways.

Sections 20 and 21. *See* observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills, of this Session, page 20. Observations.

Sections 26 and 32. It may deserve consideration whether, for the classification of goods in *five* classes, proposed in these clauses and in the Schedule to this Bill, it might not be more convenient to adopt the classification in *four* classes, which was established on the Lines of the London, Brighton, and South Coast Railway Company in the last Session, by "The London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863."

Section 31. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Section 32 and 37. The provision respecting terminal charges, which should form part of Section 32, is placed in an erroneous form, in Section 37.

Board of Trade,
February 1864.

James Booth.

[*Surrey and Sussex Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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1. *Swansea Vale and Neath and Brecon Junction Railway Bill.*
2. *Swansea Vale Railway Bill.*

1. *Swansea Vale and Neath and Brecon Junction Railway Bill.*

Objects.

THIS Bill is to incorporate "The Swansea Vale and Neath and Brecon Junction Railway Company," with a capital of 120,000 *l.*, in 10 *l.* shares, and 40,000 *l.* by loan, for making a Railway, length 8 miles, from a junction with the Swansea Vale Railway, at its Ynys-y-Geinon Station, to a junction with the authorised Line of the Neath and Brecon Railway at Colbren; to be completed within five years.

The new Company are to be authorised to contract with the Swansea Vale and the Neath and Brecon Railway Companies with respect to the use and working of the intended Railway.

No observation is necessary.

2. *Swansea Vale Railway Bill.*

Objects.

THIS Bill is to authorise the Swansea Vale Railway Company—

To raise further sums of 36,000 *l.*, by new ordinary, or 6 per cent. Preference Shares, and 12,000 *l.* by loan:

To create 5 per cent. Debenture Stock.

Observations.

Sections 4 and 10. It may deserve consideration, whether, in lieu of the proposed references to certain provisions in this Company's Acts of 1856 and 1861, there should not be incorporated with the Bill, Part I. "Cancellation and Surrender of Shares," of "The Company's Clauses Act, 1863."

Section 6. The proposed power to raise additional capital seems to render it proper to incorporate with this Bill, Part II. "Additional Capital," of "The Companies' Clauses Act, 1863."

Such incorporation would render unnecessary sections 8 and 9 of this Bill.

Board of Trade,
February 1864.

James Booth.

[1. *Swansea Vale and Neath and Brecon Junction Railway Bill.*]
[2. *Swansea Vale Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
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Tamar, Kit Hill, and Callington Railway Bill.

Objects.

BY this Bill it is proposed that the Tamar, Kit Hill, and Callington Railway Company, Limited, incorporated under "The Companies' Act, 1862," shall be empowered to take land for and make and maintain a Railway, length 7 miles 26 chains, from a point in the parish of Calstock, near the river Tamar, to a point near the town of Callington, in the county of Cornwall, to be completed within five years.

Observations.

It is to be observed, that the Bill contains no statement of the intended share capital of this Company; that under "The Companies' Act, 1862," their borrowing powers will be unlimited, and may be exercised at once without reference to the amount of their share capital subscribed for and paid up.

Section 7. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, p. 20.

Section 21. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Board of Trade,
February 1864.

James Booth.

[*Tamar, Kit Hill, and Callington Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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1. *Tendring Hundred Railway Bill.*
2. *Tewkesbury and Malvern Railway Bill.*

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1. *Tendring Hundred Railway Bill.*

THIS Bill is to empower the Tendring Hundred Railway Company—

Objects.

To make a Railway, length 2 miles 21 chains, between a point in their Extension Line, authorised in 1863, at Kirby-le-Soken, to Walton-le-Soken, at or near Church-road, in lieu of the portion of the authorised Extension at its intended termination, to be completed within five years:

To make, if the Wivenhoe and Brightlingsea Railway Company shall not be making it, at the passing of the Bill, and at the expense of that Company, the portion of that Company's authorised Line between the intended junctions therewith of the Company's original Tendring Hundred Railway, and their Extension to Weeley.

The Bill extends the periods for compulsory purchase and for completion, as to that portion of the Wivenhoe and Brightlingsea Railway:

Authorises the Great Eastern Railway Company to guarantee interest of the Company's debt:

Authorises the Colchester Improvement Commissioners to allow a drawback from their duties on coals, culm, and cinders, landed at or below Wivenhoe, and conveyed by the Company's Railway through Colchester:

Exempts vessels using the Company's wharf at Wivenhoe from the rates leviable under the "Colchester Improvement Act," 10 & 11 Vict. c. 281 (local), on vessels coming into or going out of the River Colne between the shipyard at Wivenhoe, and the Hythe Bridge.

Observations.

Section 8. It is to be observed that to allow five years for the completion of the new portion of the Company's Extension Line will virtually extend the time allowed by the Act of 1863 for the completion of that line to Walton-le-Soken.

Section 23. The Company seek to obtain for vessels using their wharf, situate above the shipyard at Wivenhoe, the same exemption from the Colchester Improvement Commissioners' dues which is enjoyed by vessels using wharfs and waterside premises below that shipyard. It appears to be a question for consideration whether the operations of the Commissioners in maintaining and improving the navigation of the River Colne, render necessary the continuance of the limit for taxation of vessels navigating the river at the point at which it was fixed by the Act 10 & 11 Vict. c. 281.

Tewkesbury and Malvern Railway Bill.

Objects.

THIS Bill is to authorise the Tewkesbury and Malvern Railway Company—

To take additional lands at and near Malvern Common, in Great Malvern, at Malvern Wells Station, and at Upton-on-Severn :

To maintain a level crossing at the Stutonger-road, in the parish of Twyning, near Tewkesbury :

To raise further sums of 80,000*l.* by new preference shares, and 26,000*l.* by loan.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Tendring Hundred Railway Bill.*]
[2. *Tewkesbury and Malvern Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Tooting, Merton, and Wimbledon Extension Railway Bill.

Objects.

THIS Bill is to incorporate "The Tooting, Merton, and Wimbledon Extension Railway Company," with a capital of 95,000 *l.* in 10 *l.* shares, and 31,600 *l.* by loan, for making Railways (No. 1), length 2 miles 70 chains, from a junction at Merton with the Wimbledon and Croydon Railway, to a junction at Streatham (near the Croydon and Balham Hill Line of the London, Brighton, and South Coast Railway Company), with the Branch Railway of that Company to Mitcham, authorised in 1863; and (No. 2), length 2 miles 38 chains, to connect No. 1, at the south of Tooting, with the Wimbledon and Croydon Railway, near and to the west of the intended junction of No 1 therewith: to be completed within five years.

The new Company are to be authorized—

To run over the Wimbledon and Croydon Railways; and over so much of the Railways of the London, Brighton, and South Coast Railway Company as lies between the termination of the intended Railway (No. 1) and London, and between such termination and the Crystal Palace; and to use the Stations thereon respectively:

To have through-booking facilities from the Wimbledon and Croydon and the London, Brighton, and South Coast Railway Companies:

To contract with those two Companies with respect to the working and use of the intended Railways, and the interchange of traffic.

Observations.

Section 32. The quantities of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Section 36. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session (page 19).

The expression "London" appears inappropriate in defining the limit of the proposed Running Power, which might be better described with reference to the intended Terminal Station or Stations to which the running power will extend.

Board of Trade,
February 1864.

James Booth.

[*Tooting, Merton, and Wimbledon Extension Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Tottenham and Hampstead Junction Railway (Alexandra Park Extensions) Bill.

Objects.

THIS Bill is to empower the Tottenham and Hampstead Junction Railway Company—

To make Railways (No. 1), length 2 miles 15 chains, from a junction with the Company's authorized line near the north side of the Holloway Road, to a point near Bath Lodge, on the north side of Muswell Hill; and (No. 2), length 1 mile 43 chains, from the last-mentioned point to a junction with the Great Northern Railway, at its Colney Hatch and Southgate Station: to be completed within five years:

To contract with the Great Eastern and the Great Northern Railway Companies with respect to the working, use, and traffic of the intended Railways:

To raise additional sums of 150,000 *l.* by new ordinary or preferential shares, and 60,000 *l.* by loan.

The Great Eastern Railway Company are to be authorized to subscribe for any amount of the new shares, on such terms and conditions as may be agreed upon between the two Companies: and to raise the necessary amount by new ordinary or preferential shares or stock in their own capital.

Observations.

Section 15. The proposed power to make an extra charge for the conveyance of "small parcels" by "express trains" would be inconsistent with the principle of the special rates which the Company are authorized to charge for "small parcels," and with the practice of Parliament.

Section 18. With respect to the proposed power to create preferential capital for the purposes of the Extension Railways, it is to be observed that the Company have not completed their original line.

Section 23. It would be in accordance with the practice of Parliament to specify in the Bill the greatest amount for which the Great Eastern Railway Company will be authorized to subscribe in the new capital of 150,000*l.*: and if any special "terms and conditions" as to subscriptions be authorized, to limit the charge which may be imposed upon the undertakings of the Tottenham and Hampstead Junction Railway Company thereby.

Board of Trade,
February 1864.

James Booth.

[*Tottenham and Hampstead Junction Railway (Alexandra Park Extensions) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
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1. *Trent, Ancholme, and Grimsby Railway Bill.*
2. *Tunstall Railway Bill.*

1. *Trent, Ancholme, and Grimsby Railway Bill.*

THIS Bill is to empower the Trent, Ancholme, and Grimsby Railway Company to raise additional sums of 60,000 *l.* by new ordinary or preference shares, and 20,000 *l.* by mortgage or debenture stock; and to authorise each of the South Yorkshire Railway and River Dun Company and the Manchester, Sheffield, and Lincolnshire Railway Company to subscribe 30,000 *l.* to such additional share capital; and for that purpose, and also for the purchase of this undertaking, to create new ordinary and preference shares in their own undertakings. Objects.

Section 5. It is proposed that Debenture Stock may be issued by this Company "in pursuance of the powers and subject to the limitations and restrictions contained in the Great Northern Railway Company's Increase of Capital Act, 1853." It may deserve consideration whether the proposed power to issue debenture stock should not rather be regulated by incorporation with this Bill of Part III., relating to Debenture Stock, of "The Companies' Clauses Act," 1863. Observations.

2. *Tunstall Railway Bill.*

THIS Bill is to empower the North Staffordshire Railway Company,—

To make a Railway, length 2 miles 14 chains, from a junction with their Potteries Line, in the parish of Wolstanton, to a point in the same parish at the Newcastle-under-Lyme and Lawton turnpike road between Newfield Hall and Newfield Pottery; to be completed within five years: Objects.

To raise 66,000 *l.*, as new ordinary or preference capital, and 22,000 *l.* by loan:

To create Debenture Stock.

No observation is necessary,

Board of Trade,
February, 1864.

James Booth.

[1. *Trent, Ancholme, and Grimsby Railway Bill.*]
[2. *Tunstall Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Wallingford and Watlington Railway Bill.

THIS Bill is to incorporate "The Wallingford and Watlington Railway Company," with a capital of 80,000 *l.*, in 10 *l.* shares, and 26,600 *l.* by loan, for making a Railway, in two sections of an aggregate length of 8 miles 73 chains, from a junction with the Great Western Railway, at the north of its Wallingford Road Station, to the north-west side of Wallingford, and thence to Watlington in the county of Oxford, to be completed within five years. Objects.

The new Company are to be authorized to contract with the Great Western Railway Company with respect to the use, working, and traffic of the intended Railway.

Section 31. The Bill does not define "terminal station," as is required by the practice of Parliament. Observations.

Section 34. The charge of 3 *s.* for a parcel between 56 lbs. and 112 lbs. in weight seems disproportionate to the proposed maximum charge for parcels of less and greater weight.

Board of Trade,
February 1864.

James Booth.

[*Wallingford and Watlington Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Watford and Edgware Junction Railway Bill.

THIS Bill is to incorporate the Watford and Edgware Junction Railway Company with a capital of 150,000 *l.* in 10 *l.* Shares, and 49,000 *l.* by loan, for making a Railway, length 6 miles 39 chains, and Junction Spur 22½ chains, from a double junction at Watford with the Watford and Rickmansworth Railway, to a junction at Edgware with the authorised line of the Edgware, Highgate, and London Railway, to be completed within five years. Objects.

The Company are to be entitled to run over the portion of the Watford and Rickmansworth Railway between its junction with the London and North Western Railway and its Watford Station, and to use that Station.

They are to receive and afford traffic facilities by through booking and otherwise from and to the Company owning or working the Watford and Rickmansworth Railway, and they are to be authorised to enter into arrangements with the Great Northern Railway Company with respect to the working, use, and traffic of the intended Railway.

Section 1. It is Part 3 and not Part 2 of the Railways Clauses Act, 1863, which relates to working agreements. Observations.

Section 18. See observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

[*Watford and Edgware Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
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Wensum Valley Railway Bill.

THIS Bill is to incorporate "The Wensum Valley Railway Company," with a capital of 220,000 *l.*, in 20 *l.* shares, and 73,000 *l.* by loan, for making Railways, (No. 1), length 18 miles 41¾ chains, from a junction with the Fakenham Branch of the Great Eastern Railway at East Dereham, by Lyng and Hellesdon, to a point at St. Stephen's-road, Norwich; (No. 2), length 29¼ chains, from that point to a junction with the Norwich and Ipswich Line of the Great Eastern Railway, at Lakenham; and (No. 3), length 1 mile 6¾ chains, to connect (No. 1) with the Lynn and Dereham Line of the Great Eastern Railway at East Dereham, to be completed within five years. Objects.

The Bill authorises the new Company to contract with all or any of the Great Eastern, the Great Northern, the Norwich and Spalding, and the Lynn and Sutton Bridge Railway Companies with respect to use, working, and traffic of the intended Railways.

Section 19. After the words, "Subject to the provisions of this Act," it is usual and desirable to add, "and of the Acts incorporated herewith." Observations.

Section 23. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 34. The expression "terminal station" is not defined in this Bill.

With respect to the proposed mileage rate for corn, &c., for a greater distance than 25 miles, it is to be observed that the whole length of the intended Railway will be less than 20 miles.

Board of Trade,
February 1864.

James Booth.

[*Wensum Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
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West Drayton and Staines Railway Bill.

THIS Bill is to incorporate "The West Drayton and Staines Junction Railway Company," with a capital of 60,000 *l.* in 10 *l.* shares, and 20,000 *l.* by loan, for making a narrow-gauge Railway, length 5 miles 53 chains, from a junction with the Great Western Railway, half a mile eastward from its West Drayton Station, to a junction with the Windsor Line of the London and South Western Railway, half a mile eastward from its Staines Station: to be completed within five years. Objects.

The Company are to be authorised to lay additional rails, for the narrow gauge, on the West Drayton and Uxbridge Branch of the Great Western Railway, and in the Stations at those places.

The Company, and all others using their Railways, are to be empowered to run over the portions of the London and South Western and the Staines, Wokingham, and Reading Railways, between the intended Railway and the western end of the Staines Station; the portions of the Main Line and of the Uxbridge Branch of the Great Western Railway, between the intended Railway and the Uxbridge and Rickmansworth Railway; the whole of the Uxbridge and Rickmansworth Railway; the whole of the Watford and Rickmansworth Railway; and the portion of the London and North Western Railway between the Watford and Rickmansworth Railway and the Watford Station. The Companies owning those Railways are to afford station services and facilities, by through booking and invoices, to the traffic of the new Company; and those Companies, or any of them, and the new Company are to be authorised to enter into agreements with respect to the working, maintenance, and traffic of the intended Railways, and the division of receipts.

Section 1. With reference to the proposed incorporation of the whole of the "Companies' Clauses Act, 1863," it is to be observed that the Bill does not expressly authorise the Company to create debenture stock. If such power is proposed to be taken, the Bill should be explicit on the point. Observations.

Section 26. With respect to the proposed "short distance," viz. *six* miles, it is to be observed that the whole length of the intended Railway is less than six miles.

Section 30. It is not usual to authorise extra charges for cranes and weighing-machines, as here proposed, in addition to the maximum rates and the charges for terminal services authorised by Section 5.

Section 33. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session (page 19).

Board of Trade,
February 1864. *James Booth.*

[*West Drayton and Staines Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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West Grinstead, Cuckfield, and Hayward's Heath Junction Railway Bill.

Objects.

THIS Bill is to incorporate "The West Grinstead, Cuckfield and Hayward's Heath Junction Railway Company" with a Capital of 110,000*l.*, in 10*l.* shares, and 36,000*l.* by loan, for making a Railway, length 9 miles 77 chains, from a junction with the Horsham and Shoreham Branch of the London, Brighton, and South Coast Railway, at West Grinstead Station, to a junction with the London, Brighton, and South Coast Railway, at the northern end of its Hayward's Heath Station; to be completed within five years.

The new Company are to be authorised to contract with the London, Brighton, and South Coast Railway Company, with respect to the interchange and conveyance of traffic on their respective Railways.

Observations.

Section 23. The proposed general power to *stop up permanently* all roads, &c., is inconsistent with the 16th clause of the Railways Clauses Consolidation Act, 1845, and with the practice of Parliament, which requires that the roads, &c. which may be stopped up, shall be specified in the Bill.

In other respects, Section 23 is rendered unnecessary by the 16th clause of the General Act; and it might be properly omitted.

Section 39, respecting the sanction of shareholders to agreements, is rendered unnecessary by the 23d Section of the Railway Clauses Act, 1863.

James Booth.

Board of Trade,
February 1864.

[*West Grinstead, Cuckfield, and Hayward's Heath Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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1. *West Norfolk Junction Railway Bill.*

2. *Weston-super-Mare, Axbridge, Cheddar, and Wells Railway Bill.*

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1. *West Norfolk Junction Railway Bill.*

THIS Bill is to incorporate "The West Norfolk Junction Railway Company," with a capital of 75,000 *l.* in 10 *l.* shares, and 25,000 *l.* by loan, for making—

Objects.

A Railway, length 18 miles, 22 chains, from a junction with the Lynn and Hunstanton Railway, at Heacham Station, passing by Dorking, Burnham, Westgate, and the north of Holkham, to two junctions with the Wells and Fakenham Line of the Great Eastern Railway at Wells-next-the-Sea, to be completed within five years.

The Great Eastern Railway Company are to be authorised to subscribe for shares to the extent of 30,000 *l.*, and to raise that sum by new ordinary or preferential shares or stock in their own undertaking.

The new Company are to be empowered to use the Heacham Station, to run over the Wells and Fakenham Railway for a distance of a mile from its Wells Terminus, and over its Harbour Branch, and to use its Wells Station; and are to receive and afford traffic facilities by through booking, and otherwise, from and to the Company owning or working the Lynn and Hunstanton Railway.

The Bill authorises the new Company to contract with the Great Eastern and the Lynn and Hunstanton Railway Companies, or either of them, with respect to the working, use, and traffic of the intended Railway.

Observations.

Section 10. The Bill does not incorporate Part II. of "The Companies Clauses Act, 1863," with reference to the additional preference capital which the Great Eastern Railway Company may create.

Section 23. The number of lines of rails at the level crossings is not limited.

Section 24. See observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Section 37. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

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2. *Weston-super-Mare, Axbridge, Cheddar, and Wells Railway Bill.*

Objects.

THIS Bill is to incorporate "The Weston-super-Mare, Axbridge, Cheddar, and Wells Railway Company," with a capital of 145,000 *l.* in 10 *l.* shares, and 35,000 *l.* by loan for making—

A Railway, length 8 miles, 70 chains, from a junction with the Bristol and Exeter Railway, near Uphill, south of the Weston-super-Mare Junction, by Axbridge, to a point in the parish of Cheddar:

A Railway, length 7 miles 77 chains, from that point to a junction with the East Somerset Railway at Wells; and,

A Railway, length 29½ chains, at Wells, to connect the latter intended Railway with the Somerset and Dorset Railway;

To be completed within five years; and,

A road, in two sections, from a point in the parish of Rodney Stoke, to the village of Wedmore.

The new Company are to be authorised to contract with the Bristol and Exeter, the East Somerset, and the Somerset and Dorset Railway Companies, or any of them, with respect to the working, use, and traffic of the intended Railways.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[1. *West Norfolk Junction Railway Bill.*]

[2. *Weston-super-Mare, Axbridge, Cheddar, and Wells Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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West Riding and Grimsby Railway Bill.

THIS Bill is to empower the West Riding and Grimsby Railway Company— Objects.

To take certain lands at Wakefield for the purpose of a station; to make an Extension, length 33¼ chains, of their authorized Railway, to that point; and to make a new Street at Wakefield, to be completed within four years:

To run over the portion of the West Yorkshire Railway between the junction therewith of the Company's Line and the intended Station:

To contract with the Midland, the West Yorkshire, and the Manchester, Sheffield and Lincolnshire Railway Companies, and the South Yorkshire Railway and River Dun Company, with respect to the use of the intended Station:

To raise additional sums of 80,000 *l.* by new shares, which may be preferential, or may form a separate capital, and 26,600 *l.* by loan.

The Midland Railway Company are to be authorized to subscribe 30,000 *l.* towards the cost of the new Station, and to raise that sum by new shares, with or without preference.

Section 6. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. Observations.

Section 12. With respect to the proposed power to this Company to create preference capital for the purposes of the intended new works, it is to be observed that their original Railway is not open for traffic.

Board of Trade,
February 1864.

James Booth.

[*West Riding and Grimsby Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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1. *West Shropshire Mineral Railway (Branches, &c.) Bill.*

2. *West Shropshire Mineral Railway (New Lines) Bill.*

1. *West Shropshire Mineral Railway (Branches, &c.) Bill.*

Objects.

BY this Bill it is proposed to change the name of the West Shropshire Mineral Railway Company, to "The Shrewsbury and North Wales Railway Company," and to authorise the Company to take additional lands in and near Shrewsbury, and to make—

(1), and (2.) Branch Railways, lengths 5 miles 60 chains, and 3 miles 7½ chains, from points in the Company's authorised Line in the parish of Kinnerley, to points in the parishes of Alberbury and Great Ness respectively, to be completed within five years:

(3.) A deviation, length 1 mile 59½ chains, between points in the Company's authorised Line in the parishes of Kinnerley and Great Ness, to be completed within the period now limited for completion of that Line:

Alterations of levels and curves in certain parts of the authorised Line:

Two new roads in the parish of Meole Brace:

Level crossings of three roads in the parishes of Kinnerley and Great Ness, by the Lines already authorised:

The Company are to be authorised to raise further sums of 100,000*l.* by ordinary shares, and 33,000*l.* by loan.

No observation is necessary.

2. *West Shropshire Mineral Railway (New Lines) Bill.*

Objects.

THIS Bill is to authorise the West Shropshire Mineral Railway Company—

To make seven new Railways, viz.:—

(1.) Length 1 mile 78½ chains, from a junction with the Oswestry and Newtown Railway, at Llanymynech, to a point at Llanyblodwel:

(2.) Length 13 miles 11 chains, and (3), length 2 miles 7 chains, from that point to Llangynog, and to Oswestry respectively:

(4,) and (5.) Lengths 35¾ chains, and 53¼ chains, from points in (3,) to the Limekilns, at Nantmawr Limestone Works, and at Porthywaen:

(6.) Length 46 chains, to connect (1) with the Llanfyllin Branch of the Oswestry and Newtown Railway at Llanymynech:

(7.) Length 67½ chains, from a point in the Oswestry and Newtown Railway, near the commencement of (1), to a point on the Shropshire Union Canal, in the parish of Llanymynech:

To be completed within five years:

To run over the portion of the Oswestry and Newtown Railway, between the junction of Railway (1) and the Llanymynech Station, and to use that Station:

To raise further sums of 200,000*l.* by ordinary shares, and 66,000*l.* by loan.

Section 12. See observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *West Shropshire Mineral Railway (Branches, &c.) Bill.*]
[2. *West Shropshire Mineral Railway (New Lines) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

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West Sussex Junction Railway Bill.

Objects.

THIS Bill is to incorporate "The West Sussex Junction Railway Company," with a capital of 125,000*l.* in 10*l.* shares, and 41,600*l.* by loan, for making a Railway, length 11 miles 40 chains, from a junction with the Mid-Sussex Railway at Hardham, to a junction at Steyning with the Shoreham and Henfield Branch of the London, Brighton, and South Coast Railway; with a second junction Branch, length 22 chains, to the Mid-Sussex Railway, at Hardham: to be completed within five years.

The new Company are to be authorised to contract with the London, Brighton, and South Coast and the Mid-Sussex Railway Companies, with respect to the construction, use, working, and traffic of the intended Railway.

Observations.

Sections 23 and 29. It may deserve consideration whether, for the classification of goods in *five* classes, proposed in these clauses and in the Schedule to this Bill, it might not be more convenient to adopt the classification in *four* classes, which was established on the lines of the London, Brighton, and South Coast Railway in the last Session, by "The London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863."

Section 27. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Section 34. With reference to the proposed power to contract with respect to the *construction* of the intended Railway, it is to be observed that it is the practice of Parliament to leave the execution of works to the Company, who obtain powers of taking land, and of raising funds for the purpose.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance:—

> The Main Line, at one mile from its commencemt, is proposed to be carried across the River Arun, by a bridge of three arches each of 60 feet span, and 6 feet headway.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. ("Construction of a Railway") of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*West Sussex Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*,
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

West Yorkshire Railway Bill.

THIS Bill is to authorise the West Yorkshire Railway Company—

To make a Railway, length 48 chains, in the township of Wortley and parish of Leeds, to connect the Company's Line with the London and North Western Railway at Copley-hill; to be completed within four years: Objects.

To run over the portion of the London and North Western Railway, between the intended junction therewith, and the Whitehall Junction, in the township of Holbeck, and parish of Leeds:

To contract with the Midland, the London and North Western, and the North Eastern Railway Companies with respect to the use and working of the Company's Railways, and the interchange of traffic, but without prejudice to the rights of the Lancashire and Yorkshire, the Great Northern, and the Leeds, Bradford, and Halifax Junction Railway Companies, under existing contracts between those Companies respectively and the Company.

Sections 4 and 7. In these two clauses, after "Subject to the provisions of this Act" should be added, "and of the Acts and parts of Acts incorporated herewith." Observations.

Section 14. See observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

[*West Yorkshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Wilts and Gloucestershire Railway Bill.

Objects.

THIS Bill is to incorporate "The Wilts and Gloucestershire Railway Company," with a capital of 299,000 *l.* in 10 *l.* shares, and 99,000 *l.* by loan, and power to create 5 per cent. debenture stock, for making four Railways, viz:—

(A) Length 20 miles 70 chains, from a junction with the main line of the Great Western Railway at Christian Malford, between Wootten Bassett and Chippenham Stations, passing by Malmesbury and Tetbury, to a point in the parish of Kingstanley, near Dudbridge:

(B) Length 1 mile 7 chains, from the last-mentioned point to a junction with the Great Western Railway, near Stroud Station:

(C) Length 60 chains, to form a second junction between (B) and the Great Western Railway at Stroud:

(D) Length 17 chains, to connect (B) with the authorised line of the Stonehouse and Nailsworth Railway:

To be of the broad, narrow, or mixed gauge, and to be completed within five years.

The new Company are to be authorised—

To contract with the Stonehouse and Nailsworth Railway Company as to the joint construction and maintenance of the portions of their respective lines between Nailsworth and Dudbridge; and as to the laying additional rails on Railways (B), (C), and (D), in order to their being worked continuously with the Stonehouse and Nailsworth Railway:

To contract with the Great Western and the Stonehouse and Nailsworth Railway Companies as to the laying, and in default of agreement, to lay additional rails on the Great Western Railway in and near Stroud Station, to admit of Railways (B), (C), and (D), being worked therewith on the narrow gauge:

To contract with the Stonehouse and Nailsworth, and the Midland Railway Companies, and with the Great Western Railway Company, with respect to the construction, maintenance, and management of joint stations, and, failing agreement, to have all matters relating to joint stations settled by arbitration:

To contract with the three last-mentioned Companies, or any of them, with respect to the use and working by them of the intended Railways, and the interchange of traffic:

To run over the portions of the Great Western Railway between the intended junctions therewith and the Stroud and Chippenham Stations, and to use those stations.

The Bill provides that the new Company and the three other Companies respectively shall afford to each other, traffic facilities by through booking, through carriages, and station accommodation for clerks, &c.

Observations.

Section 11. The proposed maximum rate of interest for debenture stock, viz., 5 per cent., exceeds that usually fixed in Railway Acts.

Section 21. The number of lines at the level crossings is not limited in this Bill.

Section 24. The period of *four* years for the exercise of the compulsory powers of purchase exceeds that usually allowed, viz., *three* years.

Section 56. See observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Wilts and Gloucestershire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Witney Railway Bill.

THIS Bill is to enable the Witney Railway Company to raise further sums of 36,000 *l.* as new ordinary or preference capital, and 12,000 *l.* by loan. Objects.

Section 2. It is proposed to incorporate with the Bill, amongst other provisions, Part III. of "The Companies Clauses Act, 1863," which relates to "Debenture Stock," authorised by any special Act to be created and issued. It is to be observed, however, that this Bill contains no express authority to create and issue debenture stock. Observations.

Board of Trade,
February 1864.

James Booth.

[*Witney Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Wood Green and Enfield Railway Bill.

Objects.

THIS Bill is to incorporate "The Wood Green and Enfield Railway Company," with a capital of 120,000 *l.* in 10 *l.* shares, and 40,000 *l.* by loan, for making Railways; (1), length 2 miles 70 chains, from a junction with the Great Northern Railway, near its Wood Green Station, to a point near Furze-lane, in the parish of Tottenham; (2), length 1 mile 21½ chains, from the last-mentioned point to a junction with the Great Eastern Railway, Enfield Branch, at a point south of its Enfield Station; and (3), length 2 miles 72 chains, from the last-mentioned point to the Ordnance Station of the Great Eastern Railway: to be completed within three years.

The new Company are to be empowered to run over the Great Northern Railway between the intended junction and the Wood Green Station, and the Enfield Branch and the Cambridge Line of the Great Eastern Railway, between the intended junctions and the Enfield and Ordnance Stations respectively; and to use those three stations; and to contract with the Great Northern and the Great Eastern Railway Companies, or either of them, with respect to the working and traffic of the intended Railways.

Observations.

Section 28. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

[*Wood Green and Enfield Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Worcester, Bromyard, and Leominster Railway Bill.*
2. *Worcester, Dean Forest, and Monmouth Railway Bill.*

Worcester, Bromyard, and Leominster Railway Bill.

THIS Bill is to authorise the Worcester, Bromyard, and Leominster Railway Company, incorporated in 1861— Objects.

To exercise for extended periods of two years, the compulsory powers of taking land, and of executing works, given by their Act of 1861:

To take additional lands in the parish of Cotheridge:

To raise further sums of 100,000 *l.* by shares, and 33,300 *l.* by loan:

To attach a 5 per cent. preference dividend to unissued shares, and to new shares in lieu of cancelled shares in their present capital, and to shares in their additional capital, not exceeding in the whole 100,000 *l.*

No observation is necessary.

2. *Worcester, Dean Forest, and Monmouth Railway Bill.*

THIS Bill is to empower the Worcester, Dean Forest, and Monmouth Railway Company— Objects.

To make a Railway, length 8 miles 26¼ chains, from a junction with their authorised line of 1863, at Newent, to a junction with the Gloucester and Dean Forest Line of the Great Western Railway at North Hamlet, near Gloucester, to be completed within five years:

To lay rails for the narrow gauge on the portion of the line of the Great Western Railway from the intended junction therewith, into its stations at Gloucester:

To run over and use the last-mentioned portion of Railway and its stations:

To raise further sums of 150,000 *l.* by new shares, and 50,000 *l.* by loan:

To contract with the Great Western Railway Company with respect to the working and traffic of the Company's Railways.

Section 22. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19. Observations.

Board of Trade,
February 1864.

James Booth,

[1. *Worcester, Bromyard, and Leominster Railway Bill.*]

[2. *Worcester, Dean Forest, and Monmouth Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.

Wrexham, Mold, and Connah's Quay Railway Bill.

Objects.

This Bill is to empower the Wrexham, Mold, and Connah's Quay Railway Company, incorporated in 1862—

To make four new Railways; viz.—

(1.) Length 16 miles 17 chains, from the Company's authorised Line, No. 1, at Wrexham, to the Crewe and Shrewsbury Line of the London and North Western Railway at Whitchurch:

(2.) Length 4 miles 12 chains, from the authorised Line, No. 1, to the Minera Branch of the Great Western Railway:

(3.) Length 54 chains, from the Company's authorised Line, No. 4, to the Brynmally Branch of the Great Western Railway; and

(4.) Length 79¼ chains, from (3) to the Wrexham and Minera Railway, and the Minera Branch of the Great Western Railway at Brymbo; to be completed within five years:

To abandon the construction of the Company's authorised Line, No. 5:

To raise 200,000 *l.* by new shares, and 66,600 *l.* by loan:

To contract with the London and North Western, the Great Western, the Wrexham and Minera, the Oswestry, Ellesmere and Whitchurch, and the Oswestry and Newtown Railway Companies, or any of them, as to the working and traffic of the Company's Railways:

To run over and use a portion of the Brynmally Branch, and the Wheatsheaf Station of the Great Western Railway Company, and a portion of the Crewe and Shrewsbury Line and the Whitchurch Station of the London and North Western Railway.

The Bill provides that the Company on the one hand, and each of the other five Companies on the other hand, shall afford each other mutual traffic facilities.

Observations.

Section 29. See observations on "Running Powers," in the General Report of the Board of Trade on Railway Bills of this Session, page 19.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

The Railway at 5¾ miles from its commencement, is proposed to be carried across the River Dee, by a bridge of three arches, of 50 feet span each, and 20 feet high.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*Wrexham, Mold, and Connah's Quay Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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Bangor and Llanberis Direct Railway Bill.

THIS Bill is to incorporate "The Bangor and Llanberis Direct Railway Company," with a capital of 100,000 *l.* in 10 *l.* shares, and 33,000 *l.* by loan, for making a Railway, length 8 miles 53 chains, from a junction with the Chester and Holyhead Railway, at or near its Bangor Station, to a point near the southern end of the lake called Llyn Padarn, in the parish of Llanberis: to be completed within five years. Objects.

The Company are to be authorised to contract with the London and North Western Railway Company, with respect to the use, working, and traffic of the intended Railway: and are to be liable to make compensation for any loss or penalties which they may cause to be incurred by delay of the Irish Mail.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[*Bangor and Llanberis Direct Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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Bodmin, Wadebridge, and Cornwall Junction Railway Bill.

THIS Bill is to incorporate "The Bodmin Railway Company," with a capital of 36,000*l.* in 10 *l.* shares, and 12,000 *l.* by loan, for making a Railway, length 3 miles 7 chains, from a junction with the Cornwall Railway, near its Bodmin Road Station, to a point at Bodmin, near the Lostwithiel Turnpike Road: to be completed within three years. Objects.

The Company are to be authorised to contract with the Cornwall Railway Company with respect to the use and working of the intended Railway.

Section 31. "Terminal station" is not defined in the Bill, as required by the practice of Parliament. Observation.

Board of Trade,
February 1864.

James Booth.

[*Bodmin, Wadebridge, and Cornwall Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

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Cowes and Newport Railway Bill.

THIS Bill is to empower the Cowes and Newport Railway Company—

Objects. To make an Extension Railway, length 22 chains, from their Cowes and Newport Line near Newport Station to join in Whippingham Parish the Line between Newport and Ryde, of the Isle of Wight (Eastern Section), Railway Company, authorised in 1863; a Branch Railway, length 12¾ chains, in the parish of Northwood, from the Cowes and Newport Railway to the western bank of the River Medina, at Shambler's Coppice; and a Landing Place or Jetty, with Tramways, length 3¾ chains, at that point; the Railways to be completed within five years.

To raise further sums of 12,000 *l.* by new shares, and 4,000 *l.* by loan.

To contract with the Isle of Wight (Eastern Section) Railway Company as to the interchange of traffic and division of receipts on their respective Railways.

Observations. Section 6. After "Subject to the provisions of this Act," should be added, "and of the Acts and Parts of Acts incorporated herewith."

Section 10. The proposed general power to *stop up* roads, &c., permanently, goes beyond the 16th Section of "The Railways Clauses Consolidation Act, 1845," and is inconsistent with the practice of Parliament.

Sections 11, 12, and 13. The incorporation with this Bill of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863," (section 2), renders these provisions unnecessary, and it seems desirable that these three clauses should be omitted.

Section 15. With respect to the proposed security by deposit, it is to be observed that the Company have a Railway open for traffic.

Section 19. It may deserve consideration whether any rates which the Company may be authorised to levy at their proposed Landing Place should not be specifically limited in the Bill, instead of by reference to the rates for the time being paid at a private quay, as proposed in this Clause.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters, is proposed by this scheme in the following instances, viz.:—

Railway No. 1, crosses the River Medina, about 60 yards below Newport Quay, by an opening bridge of 20 feet span and 15 feet high.

Railway No. 2 cuts off access to the shore of the River Medina.

The Landing Place or Jetty extending from the termination of Railway No. 2 into the River Medina, about 80 yards.

With respect to the Landing Place or Jetty, my Lords are advised that any extension beyond the present low water level of spring tides would be injurious to the Channel and its navigation; and that the Company should be bound to remove any obstruction or deposit that may take place in the channel contiguous to their works—or which did not exist previous to the execution of such works.

The interferences above-mentioned render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," Part I., "Construction of Railway," of "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Cowes and Newport Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Crieff and Methven Junction Railway and Branch Railway Bill.

Objects.

THIS Bill is to incorporate "The Crieff and Methven Junction Railway Company," with a capital of 50,000 *l.*, in 10 *l.* shares, and 16,600 *l.* by loan, for making a Railway, length 11 miles 15¾ chains, and a Branch, length 21¼ chains, from a double junction with the Perth, Almond Valley, and Methven Railway, near Moss-side, in the parish of Methven, to a point at Crieff, near the terminus of the Crieff Junction Railway; to be completed within five years.

The Company are to be authorized to run over and use the Stations of the Perth, Almond Valley, and Methven Railway, between the intended Railway and the Scottish North Eastern Railway.

The Scottish North Eastern Railway Company are to be authorised to run over and use the Stations of the intended Railway, and are to be required to subscribe and hold shares for 25,000 *l.* in the capital of the new Company, with power to raise that sum by new ordinary or preferential shares or stock.

The two Companies are to be authorised to contract with respect to the use, working and traffic of the intended Railway.

Observations.

Section 27. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 29. The period usually allowed for the exercise of powers for compulsory purchase does not exceed *three* years.

Section 35. The quantity of luggage usually allowed to first-class passengers is not less than 120 pounds.

Section 36. The usual provision with respect to charges for services at "Terminal Stations" is omitted, though Section 39 has reference to such provision.

Section 40. See observations on "Running Powers" in the above-mentioned General Report, page 19.

Sections 44—47. It may deserve consideration, whether Part II. "Additional Capital," of "The Companies' Clauses Act, 1863," should not be incorporated with this Bill, and Sections 44—47 be omitted.

Section 45. The option as to a contribution here given to a special meeting of the Scottish North Eastern Railway Company, appears to be inconsistent with the provision in section 42, by which that Company are *required* to contribute.

Board of Trade,
February 1864.

James Booth.

[*Crieff and Methven Junction Railway and Branch Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

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Erith Tramways Bill.

THIS Bill is to authorise Lieutenant-Colonel William Wheatley (who is described as the tenant in fee-simple, subject to a mortgage, and to leases, of the lands in question), his heirs and assigns, to make and maintain two Tramways, lengths 40 chains and 50 chains, from the Ballast Pits or Cliffs at Erith, in Kent, to the Upper and Lower Ballast Wharves, respectively, on the River Thames; and a Tramway, length 30 chains, from a junction with the North Kent Railway to the Cray Wharf, on the River Thames, at Erith: to be completed within 15 years; with power to take tolls for the use of the Tramways, and to grant leases thereof to certain persons. Objects.

Section 2. Having regard to the power to cross roads on the level, in Section 14, and to use such crossings with locomotive engines, it would be proper to add to the Acts incorporated with this Bill Part I. ("Construction of a Railway") of "The Railway Clauses Act, 1863." Observations.

Section 4. In this clause it would be desirable to add, after the words "The Railways Clauses Consolidation Act, 1845," the words, "and Part I. of the Railways Clauses Act, 1863."

The practice of Parliament requires, in accordance with the "Lands Clauses Consolidation Act, 1845," that the promoter shall be authorised to acquire "any right, easement, or privilege in, over, or affecting those lands" by *agreement* only.

Section 8. The period of 15 years, here limited for the completion of the works, is perhaps a mistake for five years, the longest period usually allowed in Railway Acts.

The Bill contains no provision for securing the completion of the works.

Section 15. It appears to be a question whether this clause should be retained in the Bill, as the 58th section of the "Railways Clauses Consolidation Act, 1845," having a like object, is to be incorporated with the Bill.

Board of Trade,
February 1864.

James Booth.

[*Erith Tramways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Flintshire Railway Bill.

THIS Bill is to incorporate "The Flintshire Railway Company," with a capital of 300,000 *l.* in 10 *l.* shares, and 100,000 *l.* by loan for making Railways: Objects.

No. 1, length 8 miles 16 chains from a junction at Hawarden with an authorized line of the Wrexham, Mold, and Connah's Quay Railway, to a point at Holywell:

No. 2, length 5 miles 44¾ chains from that point to a junction with the Chester and Holyhead Railway, at Whitford:

No. 3, length 19¾ chains a branch at Mostyn from No. 2 to the embankment at the foreshore of the river Dee:

No. 4, length 4 miles 20 chains from a junction with Nos. 1 and 2 at Holywell, to a junction with an authorized line of the Mold and Denbigh Junction Railway, at Ysceifiog; and No. 5, length 59 chains to form a second junction between the last-mentioned line and No. 4:

No. 6, length 3 miles 30¾ chains from a junction with No. 1, at Northop, to a junction with the Mold branch of the Chester and Holyhead Railway, at its Mold terminus:

To be completed within five years.

The new Company are to be authorized to run over the portion of the Chester and Holyhead Line between the intended Railway No. 2 and Mostyn station, and to use the Mostyn and Mold stations of that line.

The new Company on the one hand, and the London and North Western, the Mold and Denbigh, and the Buckley Railway Companies on the other hand, are to afford each other traffic facilities; and are to be authorized to contract with respect to the working and use of the proposed Railways, and the interchange of traffic.

Sections 18 and 22. After "subject to the provisions of this Act," should be added "and of the Acts and parts of Acts incorporated herewith." Observations.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

Railway No. 3 terminates on the south foreshore of the River Dee, near Mostyn Quay.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade, *James Booth.*
February 1864.

[*Flintshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Grand Western Canal and Bristol and Exeter Railway Bill.

Objects.

By this Bill it is proposed to authorise a transfer by way of sale of the undertaking of the Company of Proprietors of the Grand Western Canal, incorporated in 1796, which extends from Taunton Saint James to Tiverton, to the Bristol and Exeter Railway Company, for 30,000 *l.*; to be applied primarily in payment of the mortgage and other debts of the Canal Company. That sum the Railway Company are to be enabled to raise by new ordinary, or preference shares or stock in their own undertaking; with power, if by arrangement with the Canal Company the incumbrances of the Canal are to be paid by the Railway Company, to borrow and reborrow for the payment of such incumbrances.

The Railway Company are to be authorised to stop up and dispose of the portion of the Canal between Firepool Bridge, at Taunton Saint James, and Loudwell Lock, at Holcombe Rogus; and the part of the River Tone, near Taunton, which by the Canal Company's Act of 1796, was declared to be a part of their Canal, is to cease to be so, and certain liabilities of the Bridgwater and Taunton Canal Company, and of the conservators of the River Tone, in respect of the Grand Western Canal, are also to cease.

Observations.

Reference may be made to the observations under the head "Railway and Canal Companies" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

In the preamble of this Bill it is stated that the Railway Company are willing to maintain that portion of the Canal which extends from Loudwell Lock to Tiverton.

In the enacting part of the Bill there does not appear to be any provision to that effect other than the general provision in Section 7, that duties and liabilities in the Canal Acts contained shall, save so far as the same are inconsistent with this Act, be performed and observed by the Railway Company.

If it be deemed important that the portion above-mentioned of the Canal shall be maintained as a navigation, it may deserve consideration whether there should not be inserted in the Bill a provision expressly requiring the Railway Company, after the transfer, to maintain that portion of the Canal and its works and conveniences in good condition, and open for public use.

Section 39. To the reservations in this Clause, it might be desirable to add the Canal, and present and future general Acts relating to Canals, and the future revision or alteration by Parliament of the authorised tolls and charges for the Canal.

Board of Trade,
February 1864.

James Booth.

[*Grand Western Canal and Bristol and Exeter Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Halifax and Ovenden Junction Railway Bill.

THIS Bill is to incorporate "The Halifax and Ovenden Junction Railway Company," with a capital of 90,000 *l.* in 10 *l.* shares, and 30,000 *l.* by loan, with power to create 5 per cent. debenture stock, for making a Railway, length 2 miles 64½ chains, from a double junction with the Lancashire and Yorkshire Railway, near and to the north of the Joint Passenger Station of that and other Railways at Halifax, to Netherton Mill, in the township of Northowram: to be completed within five years. Objects.

The new Company are to be authorised to contract with the Lancashire and Yorkshire, the Great Northern, and the Leeds, Bradford, and Halifax Junction Railway Companies, or any of them, with respect to the use and working of the intended Railway by the three latter Companies, and of the Railway and Stations of those three Companies by the new Company.

The Bill provides for the appointment of a Joint Committee by the new Company and the Lancashire and Yorkshire and the Great Northern Railway Companies, for the construction, maintenance, and management of the intended Railway.

Each of the two last-mentioned Companies is to be authorised to raise 30,000 *l.* by new ordinary or preference shares; and to subscribe for shares to the same amount in the new Company.

Section 2. In page 2, line 29, it would be desirable to insert "expressly," before "varied by this Act." Observations.

Section 21. As the power of lateral deviation to be given by this clause must be intended to exceed that which the Company would have under the "Railways Clauses Consolidation Act, 1845," s. 15, (otherwise it would be nugatory), the clause, which is an unusual one, should not be retained in the Bill, unless special grounds be shown for its adoption.

Section 29. In this clause, after the words "unloading of goods," the usual words "at any terminal station of such goods" are omitted.

Sections 47 and 52. With respect to the proposed power to each of the Lancashire Company and the Great Northern Company to raise 30,000 *l.*, to be applied only "to the purposes of this Act," and with reference to the proposed appointment of a joint Committee for, amongst other things, the *construction* of the new Railway, it may deserve consideration whether the Bill should not more explicitly limit the application of moneys raised by the two Companies under the powers of this Bill to the purposes only of their subscriptions to be authorised by Section 53 of this Bill.

Board of Trade,
February 1864.

James Booth.

[*Halifax and Ovenden Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Aberbrothwick Harbour Bill.

BY this Bill it is proposed—

Objects.

That the Trustees of Aberbrothwick Harbour, constituted under an Act of 1839, shall, instead of being all elected annually, be elected as to one-half of their number only annually;

To give further and altered powers to the Trustees;

To authorise the levying of increased Harbour Rates in certain particulars, according to new Schedules of maximum rates annexed to the Bill, with power to the Trustees to increase such maximum rates by one-fourth;

To enable the Trustees to raise a further sum of 20,000 *l.* by assignments of the Harbour Rates, in addition to the sum of 50,000 *l.* already authorised to be borrowed, and now owing;

To limit the interest on the existing Debt of the Trustees to three per cent. per annum for the next five years.

Observations.

Sections 13 and 14. The proposed power to the Trustees to vary the rates should be subject to the proviso that the rates be at all times charged equally to all persons in respect of the same description of vessel and the same description of goods, as in the corresponding provision in Section 30 of the "Harbours, Docks, and Piers Clauses Act, 1847," c. 27.

With respect to Section 14 of this Bill, it is to be observed that there is a similar provision in Section 47 of the "Harbours, Docks, and Piers Clauses Act, 1847"; and it may deserve consideration whether for that reason, and also to assimilate the provisions respecting the collecting and recovery of Rates in this Harbour to those which are in force in most other Harbours, it would not be well to incorporate in this Bill the provisions of the "Harbours, Docks, and Piers Clauses Act, 1847", "with respect to the collection and recovery of rates," Sections 34 to 48.

It might also be proper in this case to incorporate with the Bill Sections 49 and 50 of the same Act, "with respect to the accounts to be kept of the rates, and of the vessels in respect of which they are payable," as there does not appear to be in the present Act relating to this Harbour the provision now usually adopted in like cases for the publication of accounts.

Section 22. To the reservations in this clause it is usual and desirable to add General Acts, present and future, relating to Pilotage, or to Lights, Buoys, and Beacons, and the rights, privileges, and jurisdiction of the General Lighthouse Authorities.

Board of Trade,
February 1864.

James Booth.

[*Aberbrothwick Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Hubberston Docks Bill.

THIS Bill is to incorporate "The Hubberston Docks Company," with a capital of 100,000*l.* in 10*l.* shares (to which the Milford Railway Company are to be authorised to subscribe 10,000*l.*) and 33,300*l.* by loan, for working a Wet Dock at Hubberston Pill, in Milford Haven, near the Milford Railway Company's Milford Station, with a Dry or Graving Dock and other works: to be completed within five years. Objects.

Facilities for the use of the new Company's wharves, &c., are to be afforded to the Milford Railway Company: and the new Company are to be authorised to contract with the Milford and the Great Western Railway Companies, with respect to the use of the Docks by those Companies, and to the use by the new Company of the Milford Railway undertaking.

Sections 23-25. With respect to these three clauses, it is to be observed that provisions for like objects are contained in Sections 13, 18, and 19 of "The Railways Clauses Act, 1863," which are applicable to the works proposed in this Bill. It would be desirable, for the sake of uniformity in legislation, as well as to ensure the adoption of the most carefully-prepared provisions, that the above-mentioned Sections of the General Act should be incorporated with this Bill, in which case Clauses 23, 24, and 25 of the Bill might be omitted. Observations.

Section 34. "The limits of this Act," referred to in this and other Clauses, should be more particularly defined in the Bill than at present.

Section 35. After "subject to the provisions of 'The Merchant Shipping Act, 1854,'" should be added, "and of any other General Act for the time being in force," before "relating to lights, buoys, and beacons:" and in Section 55, after "goods carried in ships," should be added "or lights, buoys, and beacons, or the powers, rights, privileges, or jurisdiction of the General Lighthouse Authorities."

Interference with Tidal Waters.

On the proposed interferences with tidal waters in this case, the Board of Trade have no observations to make, because the intended works will be within that portion of Milford Haven over which the Admiralty has retained its jurisdiction, pursuant to the 9th Section of "The Harbours Transfer Act, 1862."

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Hubberston Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

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Hull Docks Bill.

THIS Bill is to authorise the Hull Docks Company to raise a further sum of 150,000 *l.* by new shares or stock, or, as to any part of that sum not exceeding 75,000 *l*, by mortgage or by debenture stock; the monies so raised to be applied in the first place in paying debts and liabilities in relation to the extension which the Company have made of their Victoria Dock and works thereat, and subject thereto to the general purposes of the Company's undertaking. Objects.

Section 4. It is to be observed that, by the 135th section of the Act of 1861, priority was reserved to the interest of the Company's previously issued debenture stock, over that of any subsequent debenture stock, and over dividends on shares; and it may deserve consideration whether a similar provision should not be expressly made in this Bill, if the issue of additional debenture stock be authorised. Observation.

Board of Trade,
February 1864.

James Booth.

[*Hull Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of SESSION 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Lancaster Canal Transfer Bill.

BY this Bill it is proposed to confirm—

Heads of arrangement (in Schedule A.) between the Lancaster Canal and the Leeds and Liverpool Canal Companies for leasing in perpetuity, as from 1st July 1864, to the Leeds and Liverpool Canal Company, the portion of the South Level of the Lancaster Canal from Johnson's Hillock to Kirkless (which portion is interposed between the eastern and western sections of the Leeds and Liverpool Canal), at a yearly rent of 7,075 *l*: Objects.

Heads of arrangement (in Schedule B.) between the Lancaster Canal Company and the London and North Western Railway Company for transferring to the latter Company, as from 1st July 1864, the rest of the undertaking of the Lancaster Canal Company, including their shares in the Leeds and Liverpool Canal Company, in consideration of a yearly payment of 12,665 17*s.* 6*d.*; such transfer to be continued in favour of the Lancaster and Carlisle Railway Company in the event of a determination of the lease of that Company's undertaking to the London and North Western Railway Company, and—

Agreements of 1823 and 1825 (in Schedule C.) between the Lancaster Canal Company and the River Lune Commissioners.

The Bill fixes reduced rates to be taken by the Leeds and Liverpool Canal Company and the London and North Western Railway Company, for the respective portions of the Lancaster Canal to be transferred to them, and contains provisions for the maintenance of the Canal navigation and of the supply of water thereto; and for enabling the Board of Trade upon complaint made to them of defect in the condition of the Canal or its works, to make orders upon the two Companies respectively; and in case of default, to authorise the complainant to carry into effect such orders of the Board of Trade.

The London and North Western Railway Company are to be authorised, with the consent of the Lancashire and Yorkshire Railway Company, to stop up and dispose of the portion of the tramway of the Lancaster Canal Company which extends from Fishergate-street, in Preston, over the river Ribble, to the south side of the Preston and Chorley turnpike road; and to raise on mortgage of their present undertaking 20,000 *l*. for the purposes of the Lancaster Canal.

Reference may be made to the observations under the head "Railway and Canal Companies" in the General Report of the Board of Trade on Railway and Canal Bills of this Session, page 20. Observations.

It is to be observed that the proposed transfer of a portion of the Lancaster Canal to the London and North Western Railway Company will include shares held by or on behalf of the Lancaster Canal Company in the Leeds and Liverpool Canal.

The vesting of those shares in the London and North Western Railway Company might, therefore, have an important effect on the future management and use of the Leeds and Liverpool Canal.

The union of railways with canals was a subject which came under the consideration of the Select Committees of the House of Commons appointed in 1846 and 1853, to consider the principle of amalgamation as applied to Railway, or Railway and Canal Bills. Observations on that subject will be found in the Second Report of the former Committee, and in pages 10 and 11 of the Fifth Report of the latter Committee, which may be here referred to.

Section 6. The saving in this clause of "tolls, rates, and duties on the South End to be collected and received for the use of the lessees of the North Union Railway under the provisions of the Act (local and personal) of 1 Vict. c. 121," has reference to the tolls, &c., leviable on a portion of the traffic on the South End, which are now collected for the benefit of the London and North Western and the Lancashire and Yorkshire Railway Companies, as joint lessees of the North Union Railway, in consideration of a fixed rent payable by those Companies to the Lancaster Canal Company This saving will have the effect, as it would seem, of leaving the present authorised maximum of those several tolls, rates, and duties unaltered, though a reduction is proposed to be effected by the Bill in respect of tolls, rates, and duties leviable on other traffic on the South End.

On the subject of tolls, &c., leviable for the use of the Lancaster Canal, my Lords have to state that in the Session of 1863, when a Bill was pending in Parliament for the transfer of the whole of the Lancaster Canal undertaking to the London and North Western Railway Company, leaving the maximum tolls which might be charged on the Canal unaltered, the Board of Trade received memorials from various public bodies and classes of traders, in the district through which the Lancaster Canal passes, alleging that the maximum rates of charge at present authorised are so high that, if those rates were to be charged, the public would virtually be deprived of the use of the Canal.

With respect to the present Bill, however, the Board of Trade has not received any communication showing that the maximum tolls, &c., which will be leviable in case the Bill be passed, will be considered open to objection in the district in question.

Section 18 provides, that such of the lands of the Lancaster Canal Company as are, for the time being, converted to or used for other purposes than canal purposes, shall not be entitled to the partial exemption from Parliamentary or parochial taxes, rates, or assessments, conferred by an Act of 1792, relating to the Lancaster Canal.

It appears that under those Acts, lands and buildings belonging to the Canal Company can be rated to all Parliamentary and parochial assessments only in the same proportions as adjoining lands, and not according to their improved value, in the hands of the Company.

Exemptions of this kind were frequently conferred by Parliament about the period referred to, with a view to encourage the extension of inland navigation.

The question may perhaps be raised before the Committee on the Bill, by local authorities desiring the discontinuance of the exemptions, whether, on the occasion of the proposed transfer of the Lancaster Canal, the privilege of assessment at a reduced rate should continue to attach to *any* of the lands and buildings, now belonging to the Canal Company, during the continuance of the leases, to be confirmed by the Bill. My Lords, however, have not in the present Session received any communication on this subject, showing that the partial surrender of the present exemption, which is proposed in Section 18 of this Bill, will not be satisfactory in the district.

Section 29. It may deserve consideration whether the reservations of this clause should not be extended to general Acts relating to Canals or Navigations (such as the Railway and Canal Traffic Act, 1854), and to the revision of the maximum rates authorised to be taken in respect of the Lancaster Canal.

Board of Trade;
February 1864.

James Booth.

[*Lancaster Canal Transfer Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

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Launceston, Bodmin, and Wadebridge Junction Railway Bill.

THIS Bill is to incorporate "The Launceston, Bodmin, and Wadebridge Junction Railway Company," with a capital of 250,000 *l.*, in 10 *l.* shares, and 85,000 *l.* by loan, for making a Railway, length 21 miles, from a junction at Launceston with the authorised line of the Launceston and South Devon Railway, passing by Camelford, to a junction with the northern branch of the Bodmin and Wadebridge Railway, at its northern termination, in the parish of St. Breward; to be completed within five years. Objects.

The new Company are to be authorised to contract with the London and South Western, the Okehampton, the Launceston and South Devon, and the Bodmin and Wadebridge Railway Companies, or any of them, with respect to the working, use, and traffic of the proposed Railway.

Sections 16, 19 and 21. In these clauses, after "subject to the provisions of this Act," it is desirable to add the words "and of the Acts and parts of Acts incorporated herewith." Observations.

Section 20. This seems to be a case in which the Bill should specify the intended gauge of the Railway.

Sections 23 and 24. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 34. The proposed power to make a charge for the conveyance of "small parcels" by "express trains," beyond the special rates for such parcels to be fixed by Section 32 of this Bill, is not usually sanctioned by Parliament.

Board of Trade, *James Booth.*
February 1864.

[*Launceston, Bodmin, and Wadebridge Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Londonderry and Lough Swilly Railway Bill.

THIS Bill is to authorise the Londonderry and Lough Swilly Railway Company— Objects.

To make an extension Railway, length 5 chains, from their line near its station-house towards the city of Londonderry; to be completed within five years.

To substitute level crossings by their line, authorised in 1859, for bridges, at three public roads, in the parishes of Templemore and Burt;

To use locomotive engines over a level crossing by the same line of a road in the townland of Pennyburn, in the parish of Templemore;

To raise further sums of 20,000 *l.* by new shares, and 6,600 *l.* by loan;

To attach a 6 per cent. preferential dividend to the new shares, and also to unissued shares for 25,000 *l.* in the Company's authorised capital.

Section 8. After "it shall be lawful for the Company," should be added "subject to the provisions in "The Railways Clauses Consolidation Act, 1845," and in Part I. of "The Railways Clauses Act, 1853," with reference to the crossing of roads on the level." Observations.

Section 9. After "1845" should be added "and in Part I. of the Railways Clauses Act, 1863."

Interference with Tidal Waters.

My Lords have to observe, that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

The Railway, for its whole length, skirts the western side of the River Foyle, near Londonderry; the limits of deviation extend into the river.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
February 1864.

James Booth.

[*Londonderry and Lough Swilly Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Newry and Armagh Railway Bill.*
2. *Newry and Armagh Railway Extension Bill.*

1. *Newry and Armagh Railway Bill.*

THIS Bill is to authorise the Newry and Armagh Railway Company,— Objects.

To cancel 8,954, New 5 per Cent. Preference 10 *l.* Shares in their authorised capital, which have been forfeited:

To raise 250,000 *l.* by New Preference Shares, which may have a 6 per cent. dividend, with priority over the Company's existing 5 per cent. Preference Shares, amounting to 102,460 *l.*, and to raise 58,000 *l.* by loan.

The sums, amounting to 308,000 *l.*, the raising of which is to be authorised by the Bill, are to be applied to the discharge of debts and liabilities of the Company, which are stated, in the Preamble, to amount to 250,000 *l.*, or thereabouts.

It seems to be a matter for inquiry whether the debts and liabilities to be discharged by means of the intended new share and loan capital have been duly incurred for the purposes of the Company's authorised undertaking. Observations.

Section 6. It is to be observed that the proviso to Section 13 of "The Companies Clauses Act, 1863," which it is proposed to exempt from incorporation with this Bill, is that which reserves the priority of existing preference capital over new preference capital.

2. *Newry and Armagh Railway Extension Bill.*

THIS Bill is to empower the Newry and Armagh Railway Company,— Objects.

To make Railways No. (1), length 9 miles 45½ chains, from a junction with the Ulster Railway, at Armagh, to a junction with the Portadown, Dungannon, and Omagh Junction Railway, at Trew, east of Dungannon; No. (3) length, 12 miles 10 chains, from a junction with the last-mentioned Railway at Ballysaggart, west of Dungannon, to a junction with the Cookstown Extension of the Belfast and Northern Counties Railway, at Cookstown; and, No. (2) length, 5 miles 64½ chains, to connect Nos. (1) and (3); to be completed within five years:

To run over the portion of the Portadown, Dungannon, and Omagh Junction Railway, between the intended junctions therewith of Nos. (1) and (3), and to use Dungannon and Trew Stations:

To require traffic facilities by through booking, and otherwise to be afforded by the Company owning or working the last-mentioned Railway:

To raise further sums of 275,000 *l.* by new 10 *l.* shares, which may be issued as Preferred 5 per cent. and Deferred Half Shares, and are to constitute a separate capital for the purpose of the new Railways, which are to be a separate undertaking; and 91,000 *l.* by loan.

To contract with the Portadown, Dungannon, and Omagh Junction Railway Company with respect to the use, working, and traffic of the Newry and Armagh Railway Company's undertakings.

Observations.

Section 7. After "subject to the provisions in this Act," should be added, "and in the Acts and parts of Acts incorporated herewith."

Section 9 proposes to authorise the Company to reduce to *twenty* feet the width of every public carriage road, over or under or on the level of which the Railways are to be carried.

Parliament does not usually grant a general power of this kind to reduce all roads to a less width than that prescribed by "The Railways Clauses Consolidation Act, 1845."

With reference to this general power, and the dimensions of certain bridges or arches, specified in the latter part of section 9, *see* observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 15. *See* observations on "Running Powers" in the above-mentioned General Report, page 19.

Section 35. Having regard to the provision in section 23, that the new Railways shall, for financial purposes, form a separate undertaking, it seems to be a question whether the mortgages to be granted under this new borrowing power should not be chargeable on that separate undertaking only.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Newry and Armagh Railway Bill.*]
[2. *Newry and Armagh Railway Extension Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CLXXX.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of this Session."

Newtown and Machynlleth, and Aberystwith and Welsh Coast Railways Bill.

THIS Bill is to transfer to the Newtown and Machynlleth Railway Company the powers of the Aberystwith and Welsh Coast Railway Company, under their Act of 1861, for making the portion now unfinished north of Borth, of the Railway No. 1, authorised by that Act, between Aberystwith and the Dovey, in order that it may be forthwith completed, and give, together with the rest of Railway No. 1, already opened, and with Railway No. 5, authorised by the same Act, and already constructed by the Aberystwith and Welsh Coast Railway Company, railway access to Aberystwith from Machynlleth, and places to the eastward. Objects.

The provision in the Act of 1861, that the Aberystwith and Welsh Coast Railway Company should not make Railway No. 1 more expeditiously than their authorised Railways, Nos. 2 and 3, to Towyn and to Barmouth, is no longer to have effect.

The Newtown and Machynlleth Railway Company are to be authorised to raise further sums of 70,000*l.*, as new ordinary, or preference capital, and 23,000*l.* by loan.

The two Companies are to have mutual running powers over each other's portions of the Railways between Aberystwith and Machynlleth, and may enter into agreements with respect to the working, use, and traffic of their respective Railways.

Section 7. It is to be observed that the Bill provides no security for the completion within any definite time by the Newtown and Machynlleth Railway Company of the portion of Railway, the powers for constructing which it is proposed to transfer to that Company. Observation.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Newtown and Machynlleth, and Aberystwith and Welsh Coast Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Parsonstown and Portumna Bridge Railway Bill.

THIS Bill is to incorporate "The Parsonstown and Portumna Bridge Railway Extension Company," with a capital of 24,000*l.* in 10*l.* shares, and 8,000*l.* by loan, for making a Railway, length 1 mile 33 chains, from the termination of the Parsonstown and Portumna Bridge Railway, authorised in 1861, on the east bank of the river Shannon, thence crossing that river above Portumna Bridge by a bridge of seven spans of 40 feet, 11 feet high, one opening of 40 feet, to a point near and at the north-west of the junction of New-street and Main-street, in Portumna; to be completed within three years. Objects.

Sections 30 and 31 do not appear to be in respect of charges for services at "terminal stations," in accordance with the present practice of Parliament. Observation.

Board of Trade,
February 1864.

James Booth.

[*Parsonstown and Portumna Bridge Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE, on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons, dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Petersfield and Bishops Waltham Railway Bill.

THIS Bill is to incorporate "The Petersfield and Bishops Waltham Railway Company," with a capital of 150,000 *l.* in 10 *l.* shares, and 50,000 *l.* by loan, for making a Railway, length 12 miles 55 chains, from a junction with the Bishops Waltham Railway, near its termination at that place, to a junction with the Portsmouth Line of the London and South Western Railway, near and at the south of its Petersfield Station: to be completed within five years. Objects.

The Company are to be authorised to contract with the London and South Western Railway Company, with respect to the use and working of the intended Railway, and the interchange of traffic.

Section 1. Part III. (relating to working agreements) of the "Railways Clauses Act, 1863," should be incorporated with this Bill, in respect of the proposed powers in Section 37 of the Bill. Observations.

Sections 26 and 33. With respect to the proposed division of goods into five classes, as in the Schedule of this Bill (which has, perhaps, been suggested by the classification formerly in use on the London, Brighton, and South Coast Railway), it is to be observed that by the "London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863," a classification of goods in *four* classes, with amended rates of charge, has been established for that Railway.

Board of Trade,
February 1864.

James Booth.

[*Petersfield and Bishops Waltham Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Pulborough, Storrington, and Steyning Railway Bill.

THIS Bill is to incorporate "The Pulborough, Storrington, and Steyning Railway Company," with a capital of 130,000 *l.* in 20 *l.* shares, and 43,300 *l.* by loan, for making a Railway, length 11 miles 49¼ chains, from a junction with the Mid-Sussex Railway, near and at the south of Pulborough, passing by Storrington, to a junction with the Horsham and Shoreham Line of the London, Brighton, and South Coast Railway, near and at the north of its Steyning Station, to be completed within five years. Objects.

The Company are to be authorised to contract with the London, Brighton, and South Coast Railway Company with respect to the use, working, and traffic of the intendd Railway.

Section 18. It is usual and also desirable to incorporate Part I. of "The Railways Clauses Act, 1863," generally, and not, as in this clause, by reference to certain provisions only. The proposed mode of incorporation in this clause is imperfect, because it omits section 3, which contains the interpretation of terms, and prescribes the mode of recovering penalties: and the incorporation of the clauses in Part I., which relate to "Protection of Navigation," while it can do no harm if those provisions are inapplicable, would protect the public interest, in case the new works should involve any interference with tidal waters, overlooked at the time of their being authorised. Observations.

Sections 20, 21, and 22. In the course of the intended Railway, which will be less than 12 miles in length, it is proposed to take power to narrow 18 turnpike or other public roads, in a degree not permitted by the Railways Clauses Consolidation Act, 1845.

See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Sections 27 and 33. With respect to the proposed division of goods into *five* classes, as in the Schedule to this Bill, which has, perhaps, been suggested by the classification formerly in use on the London, Brighton, and South Coast Railway, it is to be observed that by the "London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863," a classification of goods in *four* classes, with amended rates of charge, has been established for that Railway.

Section 32. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is not less than 120 lbs.

Section 38. It would be desirable that from the extra charge here proposed to be authorised for loading, &c., of goods, "small parcels" under 500 lbs. (for which special rates of charge have been fixed), should be expressly excepted.

Board of Trade,
February 1864.

James Booth.

[*Pulborough, Storrington, and Steyning Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Severn Valley Railway Bill.

THIS Bill is to authorise the Severn Valley Railway Company— Objects.

To take lands for and improve the approach to their Arley Station; such works to be completed within four years:

To maintain a level crossing by their Railway of a road in the parish of Hartlebury, not before authorised:

To raise further sums of 120,000 *l.* by new ordinary or preference shares or stock, and 40,000 *l.* by mortgage or by debenture stock.

The Bill provides that the Company and the Great Western Railway Company may enter into like arrangements with respect to the additional capital, and the latter Company may exercise the like powers with respect to the additional money to be borrowed under the Bill, as under previous Acts relating to the two Companies.

Section 6. It would be proper to add at the beginning of this clause a reference to the provisions of "The Railway Clauses Consolidation Act, 1845." Observations.

Board of Trade,
February 1864.

James Booth.

[*Severn Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

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1. *Staines, Egham, and Woking Junction Railway Bill.*
2. *Stamford and Essendine Railway Bill.*

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1. *Staines, Egham, and Woking Junction Railway Bill.*

Objects.

THIS Bill is to incorporate "The Staines and Woking Junction Railway Company" with a capital of 48,000 *l.* in 10 *l.* shares, and 16,000 *l.* by loan, for making a Railway, length 5 miles 21¼ chains, from a junction with the Staines and Wokingham Railway, eastward of its Virginia Water Station, to a junction with the main line of the London and South Western Railway, eastward of its Woking Station; to be completed within five years.

The new Company are to be authorised to run over the Staines and Wokingham Railway and the Windsor Line of the London and South Western Railway, between the intended junction with the former and Staines Station; and over the portion of the main line of the London and South Western Railway, between the intended junction therewith and the Woking Station, and to use those stations; and the London and South Western Railway Company are to be authorised to run over the intended Railway, and to use its stations. Each of the two Companies is to afford to the other station services (including, if requisite, accommodation for clerks and servants), and also traffic facilities by through booking and otherwise.

The new Company are to be authorised to contract with the London and South Western and the Staines, Wokingham and Woking Railway Companies, or either of them, with respect to the widening and laying additional rails on the portion of the Staines and Wokingham Railway, between the intended Railway and the Windsor Line; and to the working and traffic of the intended Railway.

Observations.

Section 1. With respect to the proposed incorporation of "The Companies Clauses Act, 1863," generally, which would include Part III. of that Act, relating to debenture stock, it may be observed that the Bill does not *expressly* authorise the creation of debenture stock by the new Company, as would be desirable, if the power is intended to be given.

Section 33. With respect to the proposed *six* mile "short distance," it is to be observed that the whole length of the intended Railway will be less than six miles.

Section 37. This clause relating to cranes and weighing machines, is not usually sanctioned, the charge in question being considered to be covered by the power to make terminal charges for loading, &c., in Section 32 of this Bill.

Section 40. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Stamford and Essendine Railway Bill.

Objects.

THIS Bill is to empower the Stamford and Essendine Railway Company—

To make a Railway, length 8 miles 4 chains, from a junction with the Company's Line, near its Stamford Station, to a junction with the Northampton and Peterborough Branch of the London and North Western Railway, near and to the east of its Sibson Station, to be completed within five years:

To raise further sums of 75,000 *l.* by new "Extension Shares," which may have a six per cent. dividend charged on the profits of the new Extension Railway, and 25,000 *l.* by mortgage:

To create Debenture Stock:

To run over the portion of the Northampton and Peterborough Branch between the intended junction and Sibson Station, and to use that Station:

To contract with the London and North Western Railway Company, with respect to such use, and the interchange of traffic.

Observations.

Section 21. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
February 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Staines, Egham, and Woking Junction Railway Bill.*]
[2. *Stamford and Essendine Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Torbay and Brixham Railway Bill.

THIS Bill is to incorporate "The Torbay and Brixham Railway Company," with a capital of 18,000 *l.* in 10 *l.* shares, and 6,000 *l.* by loan, for making a Railway, length 1 mile 66 chains, from a junction with a siding of the Dartmouth and Torbay Railway, at the eastern end of its Brixham-road Station, to a point at the southern end of Furzeham Common, Brixham, and a Tramway, length 21 chains, from that point to the north-east corner of Furzeham Common; to be of broad or mixed gauge, and to be completed within four years. Objects.

The Company are to be authorised:—

To run over the Dartmouth and Torbay Railway, and use its stations.

To contract with the Dartmouth and Torbay Railway Company, with respect to the working of the new Railway and the interchange of traffic.

No observation is necessary.

Board of Trade,
February 1864.

James Booth.

[*Torbay and Brixham Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Wellington and Drayton Railway Bill.

THIS Bill is to authorise the Wellington and Drayton Railway Company— Objects.

To make, between two points in the Company's line authorised in 1862, in the parishes of Wellington and of Longdon-on-Tern, a deviated line of Railway, length 2 miles 35 chains.

To grant a lease of their undertaking to, or effect an amalgamation with, the Great Western Railway Company.

Section 1. It may deserve consideration whether Part I.—Construction of a Railway—of "The Railway Clauses Act, 1863," should not be incorporated with this Bill. Observations.

Section 2. The Bill does not expressly define, as is usual, the periods for the exercise of the new compulsory powers, and for the completion of the new works.

Section 6. Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18.

It is to be observed that the Bill does not, as is usual, make the terms of a lease, or amalgamation, dependent on the assent of specific majorities of the shareholders at special meetings of the two Companies; or provide that other Companies and persons shall not be affected by any lease in their right to use the Wellington and Drayton Railway.

Board of Trade,
February 1864. *James Booth.*

[*Wellington and Drayton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

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Wolverhampton and Bridgnorth Railway Bill.

THIS Bill is to incorporate "The Wolverhampton and Bridgnorth Railways Company," with a capital of 200,000 *l.* in 10 *l.* shares, and 60,000 *l.* by loan, for making Railways (1), length 12 miles 19¼ chains, from a junction with the Severn Valley Railway, near Bridgnorth, to a junction with the Shrewsbury and Birmingham Line of the Great Western Railway, in the parish of Tettenhall; and (2), length 2 miles 33½ chains, from a junction with (1) at Tettenhall, to a junction with the Grand Junction Line of the London and North Western Railway, near Wolverhampton: to be completed within five years. Objects.

The Company are to be authorised to run over the Severn Valley Railway, between the intended junction therewith and the Bridgnorth Station; over the Shrewsbury and Birmingham Line, between the intended junction therewith and its Wolverhampton Station; and over the Grand Junction and Stour Valley Lines of the London and North Western Railway, between the intended junction with the former Line and their Wolverhampton Station:

To use those three Stations:

To contract with the Great Western, the London and North Western, and the Severn Valley Railway Companies, with respect to the use, working, and traffic of the intended Railways.

Section 1. With respect to the proposed incorporation of "The Companies' Clauses Act, 1863," it is to be observed that the Bill does not expressly authorise the creation of debenture stock, as would be desirable if the power is intended to be given. Observations.

Section 32. See observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session (page 19).

Board of Trade,
February 1864.

James Booth.

[*Wolverhampton and Bridgnorth Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Aldborough Pier and Railway Bill.

THIS Bill is to incorporate "The Aldborough Pier and Railway Company," with a capital of 20,000 in 10 *l.* shares, and 6,660 *l.* by loan, for making at Aldborough, in the County of Suffolk— Objects.

(1), a Railway, length 68¾ chains, from a junction with the Aldborough Branch of the Great Eastern Railway, near its termination, to the seashore, at the southern end of the town;

(2), a Railway, length 43 chains, from (1) at Marsh Lane, to Slaughden;

(3), a Pier or Jetty in the sea, at the termination of Railway (1), length 7½ chains:

To be completed within five years.

The Corporation of Aldborough are to be authorised to subscribe for shares in the new undertaking, and to sell any of their lands for its purposes.

The new Company are to be authorised to contract with the Great Eastern Railway Company, with respect to the working and traffic of the Pier and Railways.

Section 2. To give due effect to the incorporation of Part I. of "The Railways Clauses Act, 1863," it should be stated in this Bill, that "In the application to the works hereby authorised, other than Railway works, of such of the Clauses 13 to 19 ('Protection to Navigation'), in Part I. of 'The Railway Clauses Act, 1863,' as will be applicable to such works, the words 'Work' and 'Railway,' where used in those clauses, shall include the Pier or Jetty, and Works connected therewith, authorised by this Act." Observations.

Section 20. *See* observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session (page 20).

Section 21. In this clause, authorising level crossings, after "subject to the provisions of this Act" should be added, "and of the Acts incorporated herewith."

Section 27. It appears to be a question whether there can be any sufficient ground in this case for the proposed power to purchase land from the Corporation of Aldborough, in consideration of a rentcharge, without a corresponding reduction in the Company's borrowing power, according to the general law.

Section 29. As provisions requiring working plans of works in tidal water to be submitted to the Board of Trade (now substituted for the Admiralty in this respect), and also preserving the rights of the Crown, are contained in "The Railways Clauses Consolidation Act, 1845," and in "The Harbours, Docks, and Piers Clauses Act, 1847," both incorporated with this Bill, this clause might be properly omitted.

Section 50. After "Railways," in the second and third lines, should be added, "or Piers."

Interference with Tidal Waters.

INTERFERENCE with tidal waters is proposed by this scheme in the following instances, viz.:—

(1.) The construction of a pier or jetty, at the termination of Railway No. 1, extending about 520 feet into the German Ocean:

(2.) The limits of deviation of Railway No. 2 run along the north-east bank of the River Alde for about a quarter of a mile, crossing the entrance to a Dock at Slaughden Quay, and pass for a short distance below high-water-mark.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Part I. ("Construction of Railways") relating to "Protection to Navigation" of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments. *See* observation on Section 2, above.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Aldborough Pier and Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Downs Docks Bill.

THIS Bill is to incorporate "The Downs Docks Company," with a capital of 240,000 *l.* in 10 *l.* shares, and 80,000 *l.* by loan, for making a dock at the north and west of the site of Sandown Castle, near Deal, two piers in the sea, a navigable channel, and a lock-gate across the River Stour, more particularly described below: Objects.

A Railway or Tramway, length about one mile, (for which the estimate is 5,000 *l.*) from a junction with the Deal Branch of the South Eastern Railway, at about two miles from Deal, to the western end of the proposed Dock;

The works to be completed within seven years.

The Company are to be authorised to contract with the South Eastern Railway Company, with respect to the use and working of the intended Railway, and the appropriation and occupation of any part of the dock and wharves.

Section 3. To give due effect to the incorporation with this Bill of Part I. of the "Railways Clauses Act, 1863," it should be explained in this clause that "in the application to the works hereby authorised of Clauses 13 to 19 inclusive," relating to "Protection to Navigation" of "The Railways Clauses Act, 1863," the words "work" and "railway" shall include all works authorised by this Act." Observations.

At page 3, line 1, "expressly," should be inserted before "varied."

Section 24. It is to be observed that the Bill provides no penalty upon the Company, to guard against their interfering further with the waters of the River Stour than this clause purports to permit.

Section 25. The terms of this clause appear to authorise the Company to operate on the whole of the River Stour from Sandwich to the sea, which is perhaps more than is intended, or may be requisite for the purposes of the new works.

Sections 27 & 28. These clauses being part, and part only, of the provisions for "Protection of Navigation in Part I. of the Railways Clauses Act, 1863," which will be incorporated with this Bill, would be better omitted.

Section 46. After "subject to the provisions of the Merchant Shipping Act, 1854," should be added "and of any other Act for the time being in force."

Section 71. After "docks" should be added "or piers"; and after "carried in ships", should be added "or pilotage, or lights, buoys and beacons, or the rights, privileges, and jurisdiction of the General Lighthouse Authorities."

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Two piers extending into the sea, in an easterly direction from Sandown Castle, the north pier extending about 800 feet below high-water mark, and the southern one about 1,350 feet:

A dock at the western or landward extremity of the piers:

A new cut, length 3 miles 7½ chains from the River Stour, near Sandwich, to the proposed dock:

A lock-gate across the River Stour, about 1,700 feet below Sandwich bridge.

Such interferences render necessary the incorporation with the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments, as well as the "Railways Clauses Consolidation Act, 1845."

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Downs Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed, 5 February* 1864.

19—CXCI.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Forth Bridge Railway Bill.

THIS Bill is to incorporate "The Forth Bridge Railway Company," with a capital of 600,000 *l.* in 20 *l.* shares, and 200,000 *l.* by loan, for making a Railway, length 4 miles 65 chains, from a junction with the Edinburgh and Glasgow Railway at Pardovan, in the parish of Linlithgow, thence northward to the shore of the Firth of Forth, near and to the west of Blackness, and across the Firth by a Bridge exceeding two miles in length, more particularly described below, to a junction with the Charleston line of the North British Railway, at a point near Charleston, in the parish of Dunfermline, to be completed within five years. Objects.

For the passage of the Bridge, the Company are to be authorised to take tolls as for 10 miles on the Railway.

Running powers, including the use of stations, are to be given to the new Company, and to the North British Railway, while using the new line, over the main line of the Edinburgh and Glasgow Railway from the intended junction at Pardovan, eastward to the North British Railway, and westward to Glasgow; and to the new Company, and to the Edinburgh and Glasgow Railway Company, while using their line, over the North British Railway, between the intended junction, near Charleston, and the joint station at Dunfermline.

The new Company are to be authorised to contract with the North British and the Edinburgh and Glasgow Railway Companies, or either of them, with respect to the working, using and traffic of the intended Railway.

Sections 17 and 20. In these clauses, after "Subject to the provisions of this Act," should be added "and of the Acts and parts of Acts incorporated herewith." Observations.

Section 24. *See* observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 25. The reasons for the enlarged power of lateral deviation, which, if this clause is not nugatory, is here sought for, appear to require explanation.

Section 31. "Terminal Station" is not defined in this Bill, as required by the practice of Parliament.

Section 34. The quantity of luggage usually allowed to first-class passengers is not less than 120 lbs.

Sections 38 and 39. *See* observations on "Running Powers" in the above-mentioned General Report, page 19.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme, in the following instances, viz.:—

The Railway crosses the River Forth immediately westward of Blackness Castle, by a viaduct 3,979 yards in length, consisting of 14 arches, 40 feet in span, and of an average height of 50 feet; 42 arches, 40 feet in span, and of an average height of 68 feet 6 inches; 24 openings, each

207 feet span, of an average height of 87 feet; 2 openings, each 290 feet span, and 100 feet in height; 4 openings, each 207 feet span, and of an average height of 95 feet 6 inches; and 44 arches, 40 feet span, and of an average height of 84 feet.

This scheme involves a great and objectionable interference with the navigation of the estuary of the Forth. This estuary, at the site of the proposed bridge, has a depth of from 24 feet to 60 feet at low water, with a rise at spring tides of 18 feet more, and is navigable for several miles beyond by vessels of considerable burthen.

The scheme proposes to intersect and obstruct the bed and channel of the estuary by no less than 130 piers, which together occupy about 1,500 feet, or one-eighth of the entire breadth of the river. Such piers would probably cause serious injury by the formation of shoals in the stream; but this is not the only nor the chief objection. The channel is now navigable at *all* times, and by every possible class of vessel, and they may have to beat up or down at all conceivable inclinations to the course of the stream or openings of the arches; they would, therefore, in so doing be subjected to serious interruptions and probable destruction, especially during gales or spring tides.

The openings provided by no means obviate these objections. And it is to be remembered that at Queensferry, only four miles below this proposed bridge, a Railway Ferry (that is, a ferry to carry railway trains) is already authorized, which will to a considerable extent meet the wants of the Railway traffic.

Board of Trade,
March 1864.

James Booth.

[*Forth Bridge Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CXCII.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Mid-Wales Railway Bill.

THIS Bill is to empower the Mid-Wales Railway Company,— Objects.

To make a Railway, length 17 chains, at Llanelwedd, in Radnorshire, to connect their line with the Central Wales Railway, to be completed within three years:

To make a diversion of a road at Nantmel, in Radnorshire, and to maintain a level crossing of such diverted road, by the Company's authorised line:

To exercise revived compulsory powers of purchase as to certain land at Talgarth, in Brecknockshire:

To erect and manage, or lease, hotels at any existing or future station of the Company:

To contract with the Central Wales Railway Company with respect to the joint use and working of the proposed Junction Railway, and the interchange and transmission of traffic on the Railways of the two Companies:

To lease the Mid-Wales Railway undertaking, or any part of it, to John Watson and James Overend for 21 years, subject to approval and decennial revision by the Board of Trade:

To raise further sums of 100,000 *l.* by new ordinary or preference shares or stock, and 33,000 *l.* by loan.

In Section 6, the number of lines of rails that may be made at the level crossing should be limited: and for the due regulation of the level crossing there should be added in Section 7, after "1845," "and in Part I. of 'The Railways Clauses Act, 1863.'" Observations.

Section 13. In the fourth line of this clause for "powers" should be substituted "provisions," and after "Acts," should be added "and parts of Acts."

Section 14. It seems to be a question whether the proposed power to erect hotels at *any* of the stations on the Railway, and not at places specified in the Bill only, does not go beyond what is usually sanctioned by Parliament.

Board of Trade,
March 1864.

James Booth.

[*Mid-Wales Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Neath and Brecon Railway (Extension, &c.) Bill.*
2. *Neath and Brecon Railway (New Lines, &c.) Bill.*

1. *Neath and Brecon Railway (Extension, &c.) Bill.*

This Bill is to empower the Neath and Brecon Railway Company,—

Objects.

To make an Extension Railway, length 13 miles 56 chains, from a junction with the Company's authorised line at Maescar, in the parish of Defynog, northward, to a junction with the authorised line of the Central Wales Extension Railway, at Tref-lys, in the parish of Llangammarch, in Brecknockshire; and a Branch Railway, length 1 mile 51 chains, from a junction with the Company's Extension Railway, authorised in 1863, near its commencement at Drim Common, to the Banwen and Maesmarchog Collieries; to be completed within five years:

To contract with the Vale of Neath, the Central Wales Extension, and the London and North Western Railway Companies, or any of them, with respect to the use, working, and traffic of the Neath and Brecon, the Vale of Neath, and the Central Wales Extension Railways:

To raise further sums of 210,000 *l.* by new ordinary shares, and 70,000 *l.* by loan.

No observation is necessary.

2. *Neath and Brecon Railway (New Lines, &c.) Bill.*

THIS Bill is to empower the Neath and Brecon Railway Company,—

Objects.

To take lands for and to make a station (which may be a general or joint station) at Swansea, at the west of the Swansea Harbour Railway, and near the North and South Docks:

To make Railways,—No. 1 (length, 58¾ chains), to connect the Company's authorised Line, at half a mile from the Swansea and Neath Railway, with the Great Western Railway South Wales Line, at Blaenhonddan; No. 2 (length, 43 chains), to connect the last-mentioned Railway with the Swansea Vale Railway, at Llansamlet; and No. 3 (length, 35 chains), from a junction with the Swansea Vale Railway, at Llansamlet, crossing over the River Tawe, to a junction with the South Wales Railway, in the parish of St. John-juxta-Swansea; to be completed within five years; and Nos. 2 and 3 to be on the mixed gauge:

To make the Railways authorised by this Company's Acts of 1862 and 1863, on the narrow gauge only, instead of the mixed gauge:

To lay and maintain additional rails for the narrow gauge on portions, at and near Swansea and the Docks, of the Great Western Railway South Wales Line, the Swansea Vale Railway, and the Swansea Harbour Railway, if the owners of those Railways omit to do so within six months after request by the Company:

To run over and use the portions of Railway above-mentioned, with power to the Great Western Railway Company to run over and use the intended Railways, Nos 2 and 3, and the intermediate portion of the Swansea Vale Railway; and for the Swansea Vale Railway Company to run over and use the intended Railway, No. 3, and a portion of the Great Western Railway South Wales Line:

To contract with the Great Western, the Swansea Vale, and the Vale of Neath Railway Companies, the Swansea Harbour Trustees, and the Llanelly Railway and Dock Company, with respect to the construction, management, and use of a joint station at Swansea:

To contract with the Great Western, and the Swansea Vale Railway Companies, the owners and lessees of the Swansea Harbour Railway, and the Swansea Harbour Trustees, or any of those parties, with respect to the working and use of the intended Railways, and of the Swansea Harbour Railway, and of the Railway of the Swansea Harbour Trustees, and of the portions above-mentioned of the South Wales Line, and of the Swansea Vale Railway:

To raise further sums of 150,000 *l.* by new ordinary shares, and one-third of that additional capital by loan.

Observations.

Section 9. After "subject to the provisions of this Act," it would be proper in the present Bill to add "and of the Acts and parts of Acts incorporated herewith."

Section 19. *See* observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Section 29. The expression "one-third of the additional capital which the Company may, *from time to time*, raise under the powers of this Act," seems to be inaccurate for the purpose of limiting the new borrowing power; and it would be better to specify, as is usual, a sum of money as the limit.

Section 33 would make the further sums authorised to be raised by the Bill applicable to the purposes of the Company's undertaking generally. It is usual, however, to appropriate an adequate portion of the newly authorised funds primarily to the purposes of the new works.

Interference with Tidal Waters.

My Lords have to observe that intereference with tidal waters is proposed by this scheme, in the following instance, viz:—

> Railway No. 3 is proposed to be carried across the River Tawe, about half a mile above Swansea, by a viaduct of 11 arches, six of 37 feet span, and 30 feet high; two of 40 feet span and 40 feet high; two of 50 feet span and 58 feet high; and one opening or drawbridge, of 50 feet span and 70 feet high; the heights being above the bed of the river.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

[1. *Neath and Brecon Railway (Extension, &c.) Bill.*]

[2. *Neath and Brecon Railway (New Lines, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Shrewsbury and Potteries Junction Railway Bill.

THIS Bill is to incorporate the "Shrewsbury and Potteries Junction Railway Company," with a capital of 500,000 *l.* in 10 *l.* shares, and 166,000 *l.* by loan, for making the following Railways, viz.: Objects.

No. 1, length 20 miles 9¼ chains, from a point in the Borough of Hanley, passing by the west of Burslem, and east of Tunstall, then south-westward, under the Grand Junction Railway between Madeley and Basford Stations, to a junction with the Nantwich and Market Drayton Railway, near its Market Drayton Station;

No. 2, length 9 miles 39¾ chains, from a junction with the authorised Line of the Wellington and Drayton Railway at Hodnet, to a junction with the Shrewsbury and Crewe Line of the London and North Western Railway, about two miles north of Shrewsbury;

No. 3, length 24½ chains, a Branch from No. 1, at Burslem;

No. 4, length 71¾ chains, a Branch from No. 1, at Wolstanton, in Staffordshire;

No. 5, length 24 chains, and No. 6, length 25 chains, Branches from No. 1, to the Jamage Mineral Railway, and to Raven's Lane, at Audley, in Staffordshire;

No. 7, length 4 miles 63¼ chains, to connect No. 1, at Audley, with the Silverdale Branch of the North Staffordshire Railway, at Newcastle-under-Lyme;

No. 8, length 35 chains, to connect No. 1 with the Grand Junction Line of the London and North Western Railway, between the Madeley and Basford Stations:

To be completed within five years.

The new Company are to be authorised to run over the portion of the Nantwich and Market Drayton Railway, between its Market Drayton Station and the intended junction of No. 1 therewith; over the portion of the Wellington and Drayton Railway, between Market Drayton and the intended junction of No. 2 therewith; and over the portion of the Shrewsbury and Crewe Line, between its Shrewsbury Station and the intended junction of No. 2 therewith: to use those several stations, and also the Newcastle Station of the North Staffordshire Railway.

The Bill provides that the new Company may, on giving notice within six months after passing of the Act, become joint owners, with the Wellington and Drayton Railway Company, of the portion of the authorised Line of the latter Company between Market Drayton and Hodnet; and in that case, the new Company are to be authorised to create additional shares for raising 100,000 *l.*, and a Joint Committee is to be formed for the construction, working, and management of that portion of Joint Railway.

The new Company are to be authorised to contract with the London and North Western, the South Staffordshire, the Nantwich and Market Drayton, the Wellington and Drayton, and the Great Western Railway Companies, or any of them, with respect to the construction, working, use, and traffic of their respective Railways.

Observations.

Section 35. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session (page 19).

Section 38. It appears to be a question whether, if the new Company become empowered to raise money for the purpose of constructing a portion of the authorised Line of the Wellington and Drayton Railway Company, there should not be a corresponding diminution of the money powers of the latter Company.

Section 63. The proposed power to contract with respect to the *construction* of the Railways of the contracting Companies goes beyond the purposes for which agreements are usually sanctioned; it being the practice of Parliament to leave the construction of works to the Company who obtain powers of taking land and of raising funds for that purpose.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Shrewsbury and Potteries Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—CXCV.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Teign Valley Railway Bill.

THIS Bill is to empower the Teign Valley Railway Company, incorporated in 1863— Objects.

To make Extension Railways (No. 1) length 7 miles 72 chains, from the termination of the Company's authorised line at Doddiscombleigh, to a junction with the London and South Western Railway between Queen-street and St. David Stations, at Exeter:

(Nos. 2 and 3) lengths 30 chains and 1 mile 8 chains, to connect No. 1 with the South Devon Railway, and with the Exeter Canal Basin, at Exeter:

(No. 4) length 9 miles 61 chains, from a junction with the Company's authorised line at Bovey Tracey, to Buckfastleigh: and

(No. 5) length 36 chains, to connect No. 4 with the authorised line of the Moretonhampstead and South Devon Railway at Bovey Tracey, to be completed within five years:

To lay mixed gauge rails on all or any part of the Company's Railways:

To raise further sums of 285,000 *l.* by new ordinary or preferential shares, and 95,000 *l.* by loan:

To require facilities by through booking and otherwise, to be afforded to the Company's traffic by the London and South Western, the South Devon, and the Moretonhampstead and South Devon Railway Companies:

To contract with the London and South Western and the South Devon Railway Companies, or either of them, with respect to the working and use of the Company's Railways, and the interchange of traffic.

Sections 5, 8, & 10. In these clauses, after "Subject to the provisions of this Act," should be added "and of the Acts and Parts of Acts incorporated herewith." Observations.

Section 12. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 14. The general power of lateral deviation in this clause, being intended to exceed the power of deviation allowed by the 15th Section of the Railways Clauses Consolidation Act, 1845 (otherwise this clause would be nugatory), is objectionable in principle, and is not in accordance with the practice of Parliament.

Section 21. The proposed power to make a charge for small parcels conveyed by "express trains," in excess of the special rates which have been authorised for such parcels by this Company's Act of 1863, is not usually sanctioned by Parliament.

Section 22. With respect to the proposed power to create preferential capital for the new purposes, it is to be observed that the Company have not completed their original line.

Interference with Tidal Waters.

My Lords have to observe, that interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1, at about 7½ miles from its commencement, crosses the River Exe by a viaduct of 12 arches, each of 40 feet span, and of an average height of 50 feet.

Railway or Tramway No. 3, at about 7 furlongs from its commencement, runs between the River Exe and the Basin of the Exeter Canal, the limits of deviation extending into the river.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. (Construction of a Railway) of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

[*Teign Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CXCVI.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Ardrossan Harbour Bill.

BY this Bill it is proposed—

Objects.

To consolidate the Acts relating to Ardrossan Harbour, of which the Earl of Eglinton and Winton is stated to be heir of entail in possession:

To vest the harbour in the Earl and the heirs of entail entitled to succeed to the entailed estate of Eglinton, &c.:

To define the limits of the harbour:

To authorise the Earl and his successors—

To borrow, for the purposes of the Bill, on the security of the harbour rates and of his entailed estate, 206,000 *l.* inclusive of the sum of 54,000 *l.* already borrowed under the existing power to borrow 86,168 *l.*, and subject to the establishment of a sinking fund when the sums owing shall exceed 120,000 *l.*:

To improve the harbour, and make docks, breakwaters, and other works:

To contract with the Glasgow and South Western Railway Company with respect to railways and other works for the accommodation of passengers and goods.

Observations.

Section 5. It is proposed to except from incorporation with the Bill amongst other provisions (to the proposed exception of which there does not appear to be any objection) Section 50 of "The Harbour, Docks, and Pier Clauses Act, 1847."

That clause requires that an account in abstract shall be annually published, showing the receipts and expenditure of monies levied by virtue of the special Act. It may deserve consideration whether such an account should not be published in respect of the rates on vessels, &c., proposed to be authorised by this Bill; more especially as it is proposed that the amount of the sinking fund to be established under Section 19 of this Bill shall be dependent on the average annual surplus revenue of the harbour.

Sections 20 & 21. If any extension of the property of the Earl of Eglinton in the harbour, or of the present limits within which harbour tolls are leviable, is proposed by this Bill (as to which the Board of Trade have no information), the grounds on which such extension is applied for will doubtless receive the consideration of the Select Committee.

Section 24. Having regard to the power in Section 22 to construct quays, jetties, &c., after "plans, sections, and working drawings of the said wet docks and breakwaters," in page 11, line 18, should be added "and other works below high water mark."

Section 44. After "goods carried in ships" should be added "or to pilotage, or to lights, buoys, or beacons, or the rights, powers, privileges, and jurisdiction of the general lighthouse authorities."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:

The construction of a north breakwater, and another breakwater, a dock, and an embankment, on the south-west side of the existing harbour;

Also, the conversion of a portion of the old harbour into a floating dock.

Various works may be executed from time to time under Section 22 of this Bill which are not shown in the deposited plans and sections.

The Bill does not, according to the present practice in like cases, incorporate the 12th and 13th Sections of "The Harbours, Docks, and Piers Clauses Act, 1847," and Part I "Construction of a Railway," of "The Railways Clauses Act, 1863."

The provisions in Sections 24-27 of the Bill (if Section 24 be amended as above suggested) will perhaps, however, afford due protection to the interests of navigation.

Board of Trade,
March 1864.

James Booth.

[*Ardrossan Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Bute Docks (Cardiff) Bill.

BY this Bill, promoted by the Trustees of the late Marquis of Bute, it is proposed :— Objects.

To vary provisions in Acts of 1830 and 1834, which enabled the late Marquis to execute works and levy certain tonnage and wharfage rates, at Cardiff and the River Taff, and under which the late Marquis constructed the Bute West Dock, and improved the access thereto; and to empower the Trustees to execute further works, more particularly described below, during periods varying from four to fifteen years, to levy new tonnage and wharfage rates, and to exercise other additional powers.

Section 2. The grounds appear to require explanation, on which it is proposed to except from incorporation with the Bill Section 29 (exempting from second payment of rates vessels which return from stress of weather), and Section 50 (providing for annual publication of an account in abstract of receipts and expenditure), of "The Harbours, Docks, and Piers Clauses Act, 1847." Observations.

Sections 7 and 10. After "subject to the provisions of this Act" should be added "and of the Acts incorporated herewith."

Sections 23–27. These clauses, which relate to works on the foreshore only, might be properly omitted, and replaced by provisions in the terms of Sections 13, 18, and 19, of "The Railways Clauses Act, 1863," with the explanation that "in the application of these provisions to the works authorised by this Bill, the term 'Company' shall mean the 'Undertakers.'"

Section 51. The proviso in this clause appears to imply that masters of vessels and others may not employ their crews in shipping and unshipping goods, if the undertakers will supply labourers for the purpose.

This does not appear to be reasonable.

Section 58. After "dues on shipping" should be added "or to pilotage, or to lights, buoys, and beacons, or to the rights, powers, privileges, or jurisdiction of the General Lighthouse Authorities."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:

(1). The construction of a Floating Dock, at or near a place called the "Eastern Hollows," on the River Taff, with a tidal basin by way of entrance thereto.

(2). The appropriation of a portion of the foreshore or mud lands called "The Cardiff Flats," and "The East Mud," and the making of additional dock accommodation thereon.

(3). The construction of a Pier or Landing Place to the eastward of the Dock Works.

(4). The improvement of the River Taff between its mouth and the Entrance Channel to the Bute Docks, by embanking, scouring, widening, deepening, dredging, &c.

Such interferences render necessary the incorporation in the Bill of "The Harbours Docks and Piers Clauses Act, 1847," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate only the first of these enactments, but clauses 23, 24, 25, and 26 of the Bill appear to a certain extent to provide for the several points alluded to therein.

That part of the "Cardiff Flats," where it is proposed by this Bill to construct the docks and pier, lies in the bight to the east of Penarth Head, and also forms the northern side of Cardiff Roadstead. In consequence of the great rise of the tide, amounting to 35 feet at high water springs, and 29 feet at neaps, these mud flats are very useful to vessels beating up or down channel (especially to the Newport trade), because by them they can avoid the adverse stream running through Cardiff Roadstead; and also, from being protected from westerly and south-westerly winds, vessels may lie close in upon the mud under good shelter, instead of waiting in the exposed anchorage of the Roadstead.

The proposed conversion of this mud bight into docks, and the extending of a pier right across it to below low water mark, will interfere materially with these advantages which can be ill spared in the Bristol Channel, and will more especially be felt by the Newport trade.

It may also prove detrimental to the channel through Cardiff Roadstead.

It will also deprive vessels using the Port of Gloucester, and other vessels using the Bristol Channel, of a large portion of the existing roadstead; and it is alleged by some that the pier will have a most prejudicial effect upon the deep water roadstead under the shelter of Penarth Head.

It will no doubt be brought to the notice of the Committee, that a question concerning the free use of the Flats in question, appears to have been raised in 1830 on the occasion of the passing of an Act for making a channel across the Flats to the Bute Docks, and that on that occasion the rights of the public were reserved. The clause relating to this point 1 Will. IV. cap. CXXXIII, s. 7, is recited at length at page 7, in the Preamble of the present Bill.

Board of Trade,
March 1864.

James Booth.

[*Bute Docks (Cardiff) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Exe Valley Railway Bill.

THIS Bill is to incorporate "The Exe Valley Railway Company," with a capital of 260,000 *l.* in 10 *l.* shares (which may be divided into Preferred 6 per cent. and Deferred half shares), and 86,000 *l.* by loan, for making Railways (which may be on the mixed gauge)— Objects.

Nos. 1, 2, and 3, of an aggregate length of 22 miles 34 chains, in a continuous line, from a junction with the Exeter and Crediton Railway, at Newton-Saint Cyres, by the west side of Tiverton, to Dulverton;

No. 4, length 1 mile 49¼ chains, a Branch from No. 3, at Tiverton;

To be completed within five years.

The company are to be authorised to contract with the London and South Western, the Exeter and Crediton, and the Bristol and Exeter Railway Companies, or any of them, with respect to the construction, use, working, and traffic of the intended Railways.

Section 43. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only. Observations.

Section 49. The proposed power to contract with other Companies with respect to the *construction* of the new Railways is not usually sanctioned; it being the practice of Parliament to leave the execution of the works to the Company who obtain powers to take lands and raise funds for the purpose.

Board of Trade,
March 1864.

James Booth.

[*Exe Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 3 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Gloucestershire and Wiltshire Railway Bill.

Objects.

THIS Bill is to incorporate "The Gloucestershire and Wiltshire Railway Company," with a capital of 180,000 *l.* in 20 *l.* shares, and 60,000 *l.* by loan, for making a Railway, length 16 miles 70 chains, from a junction with the authorised line of the Stonehouse and Nailsworth Railway at Dudbridge, in the parish of Minchinhampton, passing by Tetbury and Malmesbury, to a junction with the Great Western Railway, at Christian Malford, between Wootton Bassett and Chippenham stations; to be completed within five years.

The new Company are to be authorised—

To contract with the Great Western and the Midland Railway Companies, or either of them, with respect to the construction, use, working, running over, and traffic of the intended Railway;

To run over the Stonehouse and Nailsworth Railway, between the intended junction therewith and the terminus at Stonehouse;

To require traffic facilities by through booking and otherwise to be afforded by the Midland, the Great Western, and the Stonehouse and Nailsworth Railway Companies.

The Bill confirms an agreement (in the Schedule) purporting to be between the new Company and the Stonehouse and Nailsworth Railway Company, for, amongst other things, the laying by the former Company of an additional rail for the mixed gauge on a portion of the Stonehouse and Nailsworth Railway, and for the use of that Railway.

Observations.

Section 17. This appears to be a case in which the gauge of the intended Railway would be properly specified in the Bill.

Section 23. This provision for "hunting gates" at level crossings of public roads appears to be a novel one. If the gates referred to are such as may be opened for the passage of horses across the Railway without the intervention of the gatekeeper at the level crossing, it seems to be a question whether they can be authorised consistently with the 47th section of the Railways Clauses Consolidation Act, 1845.

Section 36. It is not usual to sanction contracts for the *construction* by a Company of works, for which another Company is authorised to take lands and raise funds.

Section 38. *See* observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Gloucestershire and Wiltshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Llanelly Harbour Improvement Bill.

THE principal objects of this Bill are— Objects.

To alter the constitution of the Commissioners acting under certain Acts for the improvement of the navigation of the rivers Burry, Loughor, and Lliedi, and of the harbour of Llanelly; and to incorporate the existing Commissioners as "The Llanelly Harbour and Burry Navigation Commissioners":

To authorise the making of two ship locks and docks, Nos. 1 and 2, more particularly described below, and railways to connect the docks with the Railway of the Llanelly Railway and Dock Company, and with the South Wales Railway respectively; also the laying of additional rails on a part of the railway of the Llanelly Railway and Dock Company: such works to be completed within ten years, and to be constructed either by the Commissioners, or with their consent, as to Dock No. 1 and the railways connected therewith, by the Llanelly Railway and Dock Company, and as to Dock No. 2, and the railways connected therewith, by the South Wales Railway Company (by which must be meant the Great Western Railway Company):

To enable the Commissioners to borrow an additional sum of 130,000*l.*, and to guarantee interest not exceeding 5 per cent. on the sums which the two Railway Companies may expend respectively on the new Docks and Railways:

To enable the Llanelly Railway and Dock Company, and the South Wales Railway Company, to expend on the works which they are to be authorised to construct, or to advance to the Commissioners, sums of 70,000*l.* and 60,000*l.* respectively; and to raise, as to the former Company, 70,000*l.* by new ordinary, or preference shares, and 25,000*l.* by borrowing; and as to the latter Company, 60,000*l.* by new ordinary, or preference shares, and 20,000*l.* by borrowing:

To empower the Commissioners, and others using their railways, to use the railways of the Llanelly Railway and Dock Company, and the South Wales and the Carmarthenshire Railway Companies, in the parish of Llanelly:

To constitute the Commissioners the pilotage authority for the Port of Llanelly.

Section 4. The provision that the word "lands" shall be taken to include any right or easement in, over, or affecting lands, would authorise the Commissioners, under the powers of section 14 of this Bill, to take easements, or other partial interests in lands *compulsorily*, which would be inconsistent with "The Lands Clauses Consolidation Act, 1845," and with the practice of Parliament to authorise the purchase of such partial interests by *agreement* only. Observations.

Section 17. The proposed period of *ten* years for the exercise of compulsory powers, considerably exceeds the time usually allowed by Parliament.

Section 18. The works here proposed render necessary the incorporation with this Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," in the same manner as in sections 56 and 57 of "The Navigation and Harbour Act of 1858."

Section 21. To give due effect to the incorporation of Part I. of "The Railway Clauses Act, 1863," it should be stated in this Bill that "in the application to the works hereby authorised, other than railway works, of such of the clauses 13 and 19, 'Protection to Navigation,' in Part I. of 'The Railways Clauses Act, 1863,' as will be applicable to such works, the words 'work' and 'railway,' where used in those clauses, shall include the docks and dock works authorised by this Act."

Section 24. It may deserve consideration whether the present borrowing powers of the Commissioners, and the amount of their existing debt should not be stated in this Bill.

Section 30. As the two Companies are limited by sections 25 and 26, to an expenditure of 70,000 *l.* and 60,000 *l.*, respectively, which amounts they are to be authorised to raise by shares, it appears to be a question for what purpose they are to be authorised to raise further sums of 25,000 *l.* and 20,000 *l.* by mortgage.

Section 46. It is proposed to make applicable to the subject matter of this Bill, sections 65 and 67-69 of "The Navigation and Harbour Act of 1858." Section 66, which it is proposed to omit, enables the Board of Trade, in case of complaint, to appoint an auditor to examine the accounts of the Commissioners. It is not apparent why that provision should not be extended to the receipts in respect of the intended new works.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The construction of two docks in the harbour of Llanelly, viz. :—

Dock No. 1, to have an entrance from the main channel, near the mouth of the River Dafen, and to extend eastward along the course of that river, which is to be diverted.

Dock No. 2, to have an entrance near the west side of the mouth of the Lliedi River, and to extend northward.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate the Acts of 1845 and 1863, but not the Act of 1847.

Board of Trade,
March 1864.

James Booth.

[*Llanelly Harbour Improvement Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CCI.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Southampton and Netley Railway Bill.

Objects.

THIS Bill is to authorise the Southampton and Netley Railway Company, in lieu of a portion of their authorised Line at and near its junction with the London and South Western Railway, to make a Deviation, length 60 chains, having a junction with that Railway near and at the south of its Portswood Station, to be completed within two years: also to make a diversion of a public road in the parishes of St. Mary Extra and Hound.

The Bill also proposes to amalgamate the Southampton and Netley Railway Company with the London and South Western Railway Company, as from 1st January 1864, on the terms stated in the Schedule, viz., that the shareholders of the former Company are to be paid off at par; that Company is to be dissolved; the amount of their share and loan capital is added to the share and loan capital of the London and South Western Railway Company, and their debenture debt becomes debenture debt (as part of the increased loan capital) of the London and South Western Railway Company. The tolls on the Southampton and Netley Railway are to be assimilated to those on the Main Line of the London and South Western Railway.

This amalgamation is also proposed to be effected by the *London and South Western Railway* (*Additional Works*) Bill of this Session.

Observations.

Section 4. This clause should commence with "subject to the provisions of this Act and of the Acts and Parts of Acts incorporated herewith."

The clause purports to empower the Company to purchase *compulsorily* any right, easement or privilege, &c. It is the practice of Parliament, in accordance with the Lands Clauses Consolidation Act, 1845, not to empower a Railway Company to acquire an easement, or other partial interest in lands otherwise than by *agreement* with the owners.

Section 7. After "subject to the provisions of this Act" should be added, "and of the Acts and Parts of Acts incorporated herewith."

Section 10. The general power in this clause to *stop up permanently* all roads, &c., appears to be inconsistent with the 16th section of the Railways Clauses Consolidation Act, 1845, and with the practice of Parliament, which requires that roads, &c., which may be stopped up shall be specified in the Bill.

Section 15. *See* observations on "Amalgamation, Sale and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18.

Section 19. The creation of new ordinary or preferential shares, or stock, by the South Western Company, which is here authorised, is not subjected by the Bill to regulation, either by reference to existing provisions in that Company's special Acts, or by incorporation of Part II. (Additional Capital), of "The Companies Clauses Act, 1863."

Sections 18, 19, and 20. With respect to the proposed increase of the South Western Company's powers of creating capital, and of borrowing, it is to be observed, that it would be in accordance with the practice of Parliament to limit the application of monies so raised to paying off the shareholders and mortgage creditors of the Southampton and Netley Railway Company, and to the purposes of the Southampton and Netley Railway Company's undertaking. *See* a provision of this kind in the South Western Railway Act, 1863 (c. 90), sect. 99.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme, in the following instance, viz.:—

The Railway, at a distance of three furlongs from its commencement, crosses the river Itchen, by a viaduct of 130 yards in length, containing six openings of 60 feet span each, and of an average headway, above ordinary high water, of 20 feet.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. (Construction of a Railway) of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Southampton and Netley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Waterford and Limerick, Limerick and Foynes, and Rathkeale and Newcastle Junction Railways Bill.

THIS Bill is to authorise—

Objects.

The Waterford and Limerick Railway Company to subscribe for 5,000 *l.* in the capital of the Rathkeale and Newcastle Junction Railway Company:

The two Companies to contract for the working of the Rathkeale Railway by the Waterford Company for a term of 20 years, renewable for 10 years, according to the terms of an agreement in the Schedule, which is to be confirmed by the Bill, and to enter into further contracts for such working, and for the interchange of traffic:

The Waterford Company to raise further sums of 30,000 *l.* by new ordinary or preference shares, and 10,000 *l.* by loan:

The Foynes Company to raise by preference shares or stock the sum of 5,000 *l.*, which by the Rathkeale Act of 1861 they were authorised to contribute towards the capital of the Rathkeale Company:

The Rathkeale Company to cancel unissued shares, and to issue new shares with a 5 per cent. preference dividend:

Each of the three Companies to create 5 per cent. debenture stock:

An amalgamation at any time of the Foynes Company and the Rathkeale Company, or either of them, with the Waterford Company.

Observations.

Section 5. It is to be observed, that the working agreement here proposed to be confirmed is to continue for 20 years, and to be renewed for 10 years, if required, by either party; and that it is not by the Bill made subject to the provision for saving the rights of third parties, or the other usual conditions contained in Part III., Working Agreements, of the Railways Clauses Act, 1863.

Section 8 would make an increase in the Waterford Company's borrowing powers to the extent of one-third of the proposed additional capital for their subscription to the Rathkeale. This is not in accordance with the practice of Parliament.

Section 11. The Bill does not, as the practice of Parliament seems to require, limit the amount of capital to which a preferential dividend may be attached, under this clause, by the Rathkeale Company.

Section 13. *See* observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18.

Section 16. It may deserve consideration whether the Bill should not provide that, in the event of an amalgamation, there shall not be a duplication of capital in respect of shares held by a subscribing Company in the capital of one of the other Companies, and of shares created by the subscribing Company in their own capital for the purpose of raising such subscription.

Board of Trade,
March 1864.

James Booth.

[*Waterford and Limerick, Limerick and Foynes, and Rathkeale and Newcastle Junction Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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Weald of Kent Railway Bill.

THIS Bill is to incorporate "The Weald of Kent Railway Company," with a capital of 600,000 *l.* in 25 *l.* shares, and 200,000 *l.* by loan, for making the following Railways, viz.:— Objects.

Nos. 1, 2, 3, 4, and 5, of an aggregate length of 40 miles 65½ chains, in a continuous line, commencing by a junction with the main line of the South Eastern Railway, at the eastern end of its Paddock Wood Station, passing by Goudhurst, Cranbrook, Tenterden, and Bilsington, and terminating at a point in the parish of Cheriton, between Hythe and Sandgate, near and to the east of the Sluice House of the Royal Military Canal;

Nos. 6 and 7, lengths 2 miles 69¼ chains and 36¾ chains, to connect No. 4 with the Ashford and Hastings Branch of the South Eastern Railway, in the parishes of Ruckinge and Warehorne respectively;

No. 8, length 1 mile 63¼ chains, from a junction with Nos. 2 and 3 to St. David's Bridge, at Cranbrook;

No. 9, length 4 miles 56¼ chains, from a point in No. 1, near its commencement, to a junction with the authorised line of the Hadlow Railway, at Hadlow;

No. 10, length 6 miles 54 chains, from a junction with Nos. 1 and 2, at Goudhurst, to a junction with the Tunbridge Wells and Hastings Branch of the South Eastern Railway, near and to the south of the Frant Station;

No. 11, length 2 miles 40 chains, to connect No. 10 with the authorised line of the Brighton, Uckfield, and Tunbridge Wells Railway, at Frant;

To be completed within six years.

The new Company are to be authorised,—

To run over the Hadlow Railway, and over the portions of the South Eastern Railway between the intended junctions therewith and its Ashford, Paddock Wood and Frant Stations, and over the portion of the Brighton, Uckfield, and Tunbridge Wells Railway, between the intended junction therewith and its Groombridge Station; and to use those several Stations, with a right to services and accommodation thereat:

To require traffic facilities by through booking and otherwise from the South Eastern, the Hadlow, the Brighton, Uckfield, and Tunbridge Wells, the London, Chatham, and Dover, and the London, Brighton, and South Coast Railway Companies:

To contract with those five Companies, or any of them, with respect to the construction, working and traffic of the intended Railways.

Section 1. With respect to the proposed incorporation of the whole of "The Companies Clauses Act, 1863," of which Part III. relates to Debenture Stock, it would be desirable, if the Company may create Debenture Stock, that such power should be given expressly in the Bill. Observations.

Section 22. The proposed periods of *four* years and *six* years for compulsory purchase and for completion, exceed those usually allowed in Railway Acts, viz., three years and five years.

Section 29. It would be in accordance with the practice of Parliament to omit the words "forming part of a mixed train."

Section 34. *See* observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Section 42. The proposed power to contract with other Companies with respect to the *construction* of the new Railways is not usually sanctioned by Parliament, which leaves the execution of the works to the Company who obtain powers to take lands and raise funds for that purpose.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Weald of Kent Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Weston-super-Mare Pier Bill.

THIS Bill is to authorise the Weston-super-Mare Pier Company, incorporated in 1862, to make an enlargement of their authorised Pier, to be completed within three years; and to raise further sums of 11,500 *l.* by new shares, and 2,870 *l.* by loan. Objects.

The Bill divides all shares in the Company's capital into 5 *l.* shares.

Section 2. As the proposed works will be in tidal water, there should be incorporated with the Bill Part I. of "The Railways Clauses Act, 1863," which contains provisions for the "Protection of Navigation"; and in order to give due effect to such incorporation, it should be stated in this Bill that, "In the application to the works hereby authorised of such of the Clauses 13–19 ('Protection to Navigation') in Part I. of 'The Railways Clauses Act, 1863,' as will be applicable to such works, the words 'Work' and 'Railway' shall mean the Pier or Jetty Works authorised by this Act." Observations.

Section 3. It would be in accordance with the practice of Parliament to insert in the Bill a more particular description of the locality and length of the new works proposed to be authorised.

Section 6. It would seem that, practically, an extension of two years is proposed for the execution of the Pier Works already authorised.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.:—

The Pier extending from the shore to Berne Island, with a cant of about 260 feet in a northerly direction from the western end of the island.

Such interference renders necessary the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Part I. ("Construction of a Railway") of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate the first only of these enactments.

Board of Trade,
March 1864.

James Booth.

[*Weston-super-Mare Pier Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Whitby Water Bill.

Interference with Tidal Waters.

INTERFERENCE with tidal waters is proposed by this scheme in the following instance, viz.:—

Conduit No. 5 crosses under the bed of Whitby Harbour.

Such interference renders necessary the insertion in the Bill, of provisions for the protection of navigation, such as are contained in the 12th clause of "The Harbours, Docks, and Piers Clauses Act, 1847," and in Sections 18 and 19 of "The Railways Clauses Act, 1863."

If those enactments be incorporated with the Bill, then, to give due effect to such incorporation, it should be stated in the Bill, that "In the application of those enactments to the works hereby authorised, the words 'Work' and 'Railway' shall mean the Water Works authorised by this Act."

Board of Trade,
March 1864.

James Booth.

[*Whitby Water Bill.*]

FURTHER REPORT of the BOARD of TRADE, on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*,
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

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Hartlepool Port and Harbour Bill.

Objects.

BY this Bill, promoted by the Hartlepool Port and Harbour Commissioners, it is proposed that, in lieu of the Northern Pier authorised by their Act of 1855, the Commissioners shall be authorised to make the Extension Pier, and Breakwater more particularly described below, and to raise and apply for that purpose 100,000 *l.* (including a sum of 22,000 *l.*, stated in the Bill to have been already expended on the Northern Pier), as part of the sum of 835,000 *l.* by the Act of 1855, authorised to be raised by mortgages of the Hartlepool Port and Harbour Fund:

To alter the limits of the Harbour, as defined in the Act of 1855, so as to correspond with the proposed alteration in the works.

Observations.

Section 12. With respect to Sections 75, 76, 77, and 78, of the Act of 1855, which are among those provisions of that Act which this clause makes applicable to the proposed new works, it is to be observed that they purport to give to the Admiralty powers in respect of the new works which by virtue of "The Harbour Transfer Act, 1862," would have to be exercised by the Board of Trade.

General provisions for reserving to the Board of Trade powers for the protection of navigation are contained in Sections 13–19 of "The Railways Clauses Act, 1863." Those provisions might be usefully incorporated with this Bill, with a declaration, in order to adapt them to the circumstances of the case, that "In the application to the works hereby authorised, of such of the clauses 13 to 19, Protection to Navigation,—in Part I. of 'The Railways Clauses Act, 1863,' as will be applicable to such works, the words 'Work' and 'Railway,' where used in those clauses, shall mean the Pier, Harbour, and other works authorised by this Act."

Interference with Tidal Waters.

MY Lords have to observe that interference with tidal waters is proposed by this scheme in the following instances, viz.:—

> The extension of the existing portion of the Northern Pier at Hartlepool, to the extent of about 150 yards; and the construction of a Breakwater about 350 yards long, to the southward of it; leaving a space between them of about 300 yards.

Such interference would render necessary the incorporation in the Bill of Sections 12 and 13 of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863," which should be made applicable to this case, as above-mentioned in this Report.

The Bill proposes to incorporate only the first of these enactments.

In the year 1855, an Act, entitled "The Hartlepool Port and Harbour Act, 1855," was passed, by which a body, styled the Hartlepool Port and Harbour Commissioners, were incorporated and authorised to construct a large

Harbour of Refuge in the Bay of Hartlepool, by means of tolls to be levied on ships using it.

These works have not yet been constructed or even commenced, for want of sufficient funds: and there does not appear to be any probability that sufficient funds will be forthcoming.

Objections are raised to the scheme on the grounds that the Bill proposes to relinquish the Northern Pier, authorised by the Act of 1855, and that the works, if carried into effect, will stand in the way of the more extensive scheme authorised by the Act of 1855.

On the other hand, it is alleged that the works now proposed will be of great advantage, and that the local authorities ought not to be prevented from constructing them on the ground that they would interfere with a scheme which they have no means of carrying into effect.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Hartlepool Port and Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Commercial Docks and Grand Surrey Docks and Canal Bill.

Objects.

BY this Bill it is proposed to amalgamate the Commercial Docks Company and the Grand Surrey Docks and Canal Company as on 1st January 1865, by incorporating their respective shareholders by the name of "The Surrey Commercial Docks Company."

The Bill defines the share capital and borrowing powers of the New Company, and authorises the raising of additional monies by shares and by loan; the creation of 5 per cent. debenture stock; and the execution of certain new works and alterations of works.

Observations.

Sections 61 and 62. Powers such as those which it is proposed in these clauses to give to the Admiralty, now belong to the Board of Trade by virtue of "The Harbour Transfer Act, 1862." It would, therefore, be proper to substitute the Board of Trade for the Admiralty in these two clauses.

It may also deserve consideration whether power should not be secured to the Board of Trade and to the Board of Conservancy, or one of them, to abate works of the Company in, over, or affecting the River Thames, which may be abandoned or suffered to fall into decay. A general provision for giving such power to the Board of Trade is contained in Section 18 of "The Railways Clauses Act, 1863."

Section 118. There should be added to this clause the specific reservation of the provisions of the Merchant Shipping Acts of 1853 and 1854, which is contained in Section 39 of "The Grand Surrey Docks and Canal Act, 1860."

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

(Commercial Docks and Grand Surrey Docks and Canal Bill.)

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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1. *Dublin and Baltinglass Junction Railway Bill.*

2. *Dublin and Belfast Junction Railway Bill.*

1. *Dublin and Baltinglass Junction Railway Bill.*

THIS Bill is to incorporate "The Dublin and Baltinglass Railway Company," with a capital of 180,000 *l.* in 10 *l.* shares, and 60,000 *l.* by loan, for making a Railway, length 23 miles 20 chains, from a junction near Naas with the Great Southern and Western Railway, to Baltinglass, in the county of Wexford; to be completed within five years. Objects.

Section 29. With respect to the proposed limits of 100 lbs., 60 lbs., and 40 lbs. for the luggage of first, second, and third-class passengers, to be conveyed without charge, it is to be observed that third-class passengers by Parliamentary trains are entitled to take with them 56 lbs., and that the quantities now usually allowed in Railway Acts, are 120 lbs., 100 lbs., and 60 lbs. for the three classes of passengers respectively. Observations.

2. *Dublin and Belfast Junction Railway Bill.*

BY this Bill it is proposed to cancel forfeited and unissued shares in the capital of the Dublin and Belfast Junction Railway Company, to the amount of 76,500 *l.*, and to reduce that capital to 873,500 *l.*: to raise the limit of the Company's borrowing power from 135,000 *l.* to 291,150 *l.*: and to authorise the Company to create 5 per cent. debenture stock. Objects.

No observation is necessary.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Dublin and Baltinglass Junction Railway Bill.*]

[2. *Dublin and Belfast Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
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In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Ilfracombe Railway Bill.

THIS Bill is to incorporate "The Ilfracombe Railway Company," with a capital of 210,000*l.* in 20*l.* shares, and 70,000*l.* by loan, for making a Railway, length 12 miles 29¼ chains, from a junction with the North Devon Railway (on lease to the London and South Western Railway Company), at Bishop's Tawton, to Ilfracombe; and two Tramways, lengths 33¾ chains and 20½ chains, to the Harbour at Ilfracombe: to be completed within five years. Objects.

The London and South Western Railway Company are to be required to take and hold shares for 70,000*l.* (which are to be "postponed shares," not entitled to dividend till 4 per cent. dividend has been paid on the ordinary shares), and are to be authorised to subscribe for ordinary shares to the further amount of 60,000*l.*; to raise money for their contributions by new ordinary or preferential shares or stock; and to guarantee dividend or interest on all or any part of the share and loan capital of the new Company.

The new Company are to be authorised to contract—

With the Ilfracombe Harbour Company (Limited), the Ilfracombe Local Board of Health, and any other parties interested in quays, docks, piers, or highways at Ilfracombe, with respect to the management, maintenance, and use of any existing or future Railways, Tramways, and Works on those quays, docks, piers, and highways.

With the London and South Western Railway Company, with respect to the making, managing, working, and using of the intended Railway, Tramways, and Works.

Section 20. It would be in accordance with the practice of Parliament to postpone any guarantee, which may be granted by the London and South Western Railway Company under this power, to guarantees, preferences, and priorities already granted by that Company. Observations.

Section 36. After "subject to the provisions of this Act" should be added, "and of the Acts and Parts of Acts incorporated herewith.

Section 38. The proposed power to *stop up permanently*, "as shown on the deposited plans, *or otherwise*," all roads, &c., is inconsistent with the 16th clause of the "Railways Clauses Consolidation Act, 1845," and with the practice of Parliament, which requires that roads, &c. which may be stopped up shall be specified in the Bill.

Sections 40 and 41. See observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway Bills of this Session (page 20).

Section 52 would authorise a charge for the conveyance of small parcels by "express trains" (which are not defined in the Bill), beyond the special rates for such parcels limited in Section 50. This is not usually sanctioned.

Section 53. It is to be observed that this Bill does not expressly subject the agreements mentioned in this clause to the provision saving the rights of third parties, and the other usual conditions which are contained in Part III. ("Working Agreements") of the "Railways Clauses Act, 1863," and which are expressly made applicable to agreements under Section 55 of this Bill.

Section 56. It is not usual to authorize contracts with another Company for the *making* of the new works; it being the practice of Parliament to leave the execution of the works to the Company who obtain powers to take lands and raise funds for the purpose.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

The Railway skirts, for the first half-mile, the eastern bank of the River Taw, near Barnstaple;

Tramway No. 1 skirts the southern shore of the Harbour of Ilfracombe;

Tramway No. 2 is to be carried below the high-water mark, on the southern and western shore of the Harbour.

These latter works would materially injure the present Harbour, by decreasing its available area; while they would render impracticable the works sanctioned by the "Ilfracombe Harbour Order, 1863," as confirmed by the Act 26 & 27 Vict. c. 104.

The above interference, if allowed by Parliament, would render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. ("Construction of a Railway") of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

James Booth.

Board of Trade,
March 1864.

RAILWAY AND CANAL, &c. BILLS.

[*Ilfracombe Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CCX.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Llynvi Valley and Ogmore Valley Railway Companies Bill.

Objects.

By this Bill it is proposed to constitute a joint Committee of the Llynvi Valley and the Ogmore Valley Railway Companies, to be called "The Porth Cawl Harbour Committee," for the construction, maintenance, and management of the Railway and Harbour works of the Llynvi Valley Railway Company, south of the northern entrance to their tunnel at Porth Cawl, which works, except the main line of the Llynvi Valley Railway, are to be vested by the Bill in the two Companies jointly; and for the execution of the new works to be authorised by the Bill.

The two Companies are to be empowered to make a dock, a breakwater, and alterations of existing harbour works, more particularly described below; and also two Railways, length 15 chains and 21½ chains, from junctions with the Llynvi Railway to the seashore at points near Porth Cawl Harbour; such works to be completed within five years; and each of them is to be authorised to raise for the purposes of the Bill further sums of 30,000*l.* by new ordinary or preference stock or shares, and 10,000*l.* by mortgage, or by debenture stock, which may bear 5 per cent. interest.

The Bill provides for the laying the narrow gauge on portions of the Llynvi and Ogmore Railways, the taking additional lands by the Llynvi Company at Llangonoyd and Coity, and the making of certain level crossings of roads by each of the two Railways, not previously authorised.

Further powers, and a new scale of rates, with respect to the Harbour, are also proposed to be authorised.

Observations.

In Sections 4, 5, 6, 7, 8, and 11, "expressly" should be inserted before "varied."

Section 10. Pursuant to the Harbours Transfer Act, 1862, "the Board of Trade" should be substituted for "the Lords of the Admiralty."

Section 11. To give due effect to the incorporation of Part I. of "The Railways Clauses Act, 1863," it should be stated in the Bill that "In the application to the works hereby authorised, other than Railway works, of such of the clauses 13 to 19 (Protection to Navigation) in Part I. of 'The Railways Clauses Act, 1863,' as will be applicable to such works, the words 'Work' and 'Railway,' where used in those clauses, shall include the Dock, Breakwater, and other harbour works authorised by this Act."

Section 28. In the case of a Joint Committee for purposes such as those proposed in this Bill, it is usual and also desirable to specify the manner in which notices, &c. may be served on the Joint Committee.

Section 42. This clause should commence with "subject to the provisions of this Act, and of the Acts and Parts of Acts incorporated herewith."

Sections 58—72 relate to the landing, &c. of goods without affecting payment of freight, and the procedure thereon.

In Sections 66–77 of "The Merchant Shipping Amendment Act, 1862," (25 & 26 Vict. c. 63), there are general provisions relating to "delivery of goods and lien for freight," which render the omission of Sections 58–72 of this Bill desirable.

Section 80. The number of lines of rails at these level crossings is not limited

Section 81. With respect to the proposed creation of preference capital by the Ogmore Company, it is to be observed that they have not completed their original line.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

1. The construction of the dock near the north end of the present harbour of Porth Cawl.

2. The extension of the existing pier, and the closing up of the present entrance to the harbour, and making a new entrance.

3. An extension of the existing breakwater on the south side of the harbour in a south-east direction, for about 100 yards.

Such interferences render necessary the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

Llynvi Valley, and Ogmore Valley Railway Companies Bill.

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr Milner Gibson).

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

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Manchester and Milford Railway Bill.

BY this Bill it is proposed that the "Manchester and Milford Railway Company" (incorporated in 1860, for making a Railway from the Llanidloes and Newtown Railway at Llanidloes, to the Carmarthen and Cardigan Railway, at Pencader, length about 52 miles, and further empowered in 1861 to make a branch, length about 11 miles, to Aberystwith,) shall be authorised to make— Objects.

(1) A deviation, length 19½ miles, in lieu of the portion of the authorised Main Line between a point at Llangurig and a point near and to the north of Tregaron;

(2) and (3) Lengths 33⅓ chains and 26¾ chains, from a double junction with (1) to a junction with the Mid-Wales Railway at Llangurig;

(4) Length 13 miles 60½ chains, from a junction with (1), in the parish of Ystrad Meyric, to a junction with the authorised Harbour Line of the Aberystwith and Welsh Coast Railway at Aberystwith—to be in substitution for the Aberystwith Branch, authorised in 1861;

(5) Length 29½ chains, to form a second junction between (1) and (4);

(6) Length 17 chains, to connect the Harbour Line and the Main Line of the Aberystwith and Welsh Coast Railway at Aberystwith:

Such works to be completed within six years.

The Bill renews for three years the Company's powers of compulsory purchase, under their Act of 1860 (which are about to expire), for the portions of their Main Line which are not to be abandoned, and extends to 1868 the time for completing those portions.

The Company are to be authorised—

To contract with the Carmarthen and Cardigan, the Aberystwith and Welsh Coast, the Oswestry and Newtown, the Llanidloes and Newtown, and the Mid-Wales Railway Companies, or any of them, with respect to the construction, use, and working of the Railways proposed to be authorised, and the interchange of traffic:

To contract with the Aberystwith and Welsh Coast Railway Company, with regard to the construction, management, and use of a Joint Station at Aberystwith:

To run over portions of the Aberystwith and Welsh Coast Railway, at and near Aberystwith.

The Aberystwith and Welsh Coast Railway Company are to be authorised to subscribe or otherwise contribute 50,000 *l.* to the funds of the Company, and for the purpose of the Joint Station a further sum of 10,000 *l.*, with power to raise those sums by new ordinary or preference shares.

The Bill divides the Company's undertaking into the "Original Undertaking," and the "Aberystwith Lines Undertaking," and divides their capital into 550,000 *l.* for the former, and 110,000 *l.* for the latter.

Observations.

Section 4. To this clause should be prefixed "Subject to the provisions of Part II. ('Extension of Time') of the Railway Clauses Act, 1863."

Section 5. If more than four years be allowed, as proposed in Section 13, for the completion of the deviation (length nearly 20 miles) which will separate the unabandoned portions of the Main Line, the limitation of four years in Section 4 would seem to be practically useless.

Section 6. The proposed power to purchase easements, &c. *compulsorily* is inconsistent with the "Lands Clauses Consolidation Act, 1845," and with the practice of Parliament, which authorises the taking of partial interests in land by *agreement* only.

Section 12. If the making of any authorised works be abandoned, the Bill should contain the usual provisions for protecting rights under existing contracts, and for compensation for damage in surveying, &c.

Section 13. As to the proposed period of *six* years for completion of the new works, see above, under Section 5.

Section 18. It would be proper to prefix to this clause "Subject to the provisions of Part III. ('Working Agreements') of the Railways Clauses Act, 1863."

It is not usual to authorise a Company to contract for the *construction* of their works by or "at the expense" of another Company; it being the practice of Parliament to leave the construction of works to the Company who obtain powers to take land and raise funds for the purpose.

Section 23. The words "or otherwise contribute to the funds," in the second and third lines, are unusual; it being the practice of Parliament to authorise contributions by way of subscription for shares only.

Sections 25 and 31. With respect to the proposed powers to the Aberystwith and Welsh Coast Railway Company to raise money for new purposes by preference shares, it is to be observed that they have not completed their own original undertaking.

Section 38. The proposed amount of the Company's capital (viz., 650,000*l.*) is less by 1,000*l.* than their present authorised capital, and less than three times the amount of the sums they are now authorised to borrow.

Section 41. If an allotment be made of the Company's share capital in separate divisions to separate portions of their undertaking, it would be in accordance with the practice of Parliament to make a corresponding division and allotment (not provided for in this Bill) of the aggregate sum which the Company are authorised to borrow.

Board of Trade,
March 1864.

James Booth.

[*Manchester and Milford Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Much Wenlock and Severn Junction and Wenlock Railway Companies Amalgamation Bill.

THIS Bill is to dissolve the Much Wenlock and Severn Junction Railway Company, and to vest their Undertaking in the Wenlock Railway Company, the capital of which is to be 173,000 *l.* in 10 *l.* shares, with power to borrow 47,500 *l.* including existing debt. Objects.

The capitals of the two Companies are to remain distinct, and the ordinary shares of the former Company are to be entitled to four per cent. dividend in priority to the ordinary shares in the latter Company, until 1st January after the opening of the Railway between Much Wenlock and the Shrewsbury and Hereford Railway; when the two capitals are to be united and to receive dividends at the same rate.

Unissued shares may be cancelled, and new shares may be issued in lieu thereof with a five per cent. preference dividend.

The Bill extends the time for compulsory purchase of lands between Longueville and the intended junction with the Shrewsbury and Hereford Railway, and for completion of the Wenlock Railway; and it confirms an agreement of 1862 (in the Schedule) between representatives of the two above-mentioned Companies and of the Great Western and the West Midland Railway Companies, with respect to contributions to be made by the four Companies equally for the formation of the Railway across the River Severn, and into Coalbrookdale, and of a joint station there; and with respect to the working of the Wenlock Railway for 10 years by the Great Western and West Midland Railway Companies.

Section 3. *See* observations on "Amalgamation, Sale and Lease" in the General Report of the Board of Trade on the Railway Bills of this Session, page 18. Observations.

Section 7. It would be in accordance with the practice of Parliament to specify in the Bill the greatest amount of preference capital which may be created under this clause.

Section 19. Part II. Extension of Time, of "The Railways Clauses Act, 1863," should be incorporated with this Bill. Perhaps Part III. in Section 21 is a mistake for Part II.

Board of Trade,
March 1864. *James Booth.*

[*Much Wenlock and Severn Junction and Wenlock Railway Companies Amalgamation Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Rhymney Railway (Cardiff and Caerphilly, &c.) Bill.

THIS Bill is to empower the Rhymney Railway Company—

Objects.

To make Railways, No. 1, length 7 miles 75½ chains, from a junction with the Company's Bute Dock Branch at Cardiff, to a junction with their main line, in the parish of Eglwysilan; Nos. 2 and 3, length 3 miles 43½ chains, and 76 chains, branches from the Company's main line, in that parish; and No. 4, length 29¾ chains, to connect No. 1 with the authorised Caerphilly Branch of the Rumney Railway, in the parishes of Bedwas and Eglwysilan; all in the county of Glamorgan: to be completed within five years;

To raise further sums of 210,000*l.*, as new ordinary or preference capital, and 70,000*l.* by loan;

To create debenture stock.

Observations.

Sections 4, 7, and 10.—In each of these clauses, after "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 8. (E.) The proposed power to *stop up* all roads, &c., *permanently*, is inconsistent with the 16th clause of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament. In other respects the 16th clause of the General Act renders Paragraph (E) of this Bill unnecessary.

Section 10. If the proposed power of deviating laterally is intended to exceed that which the Company would have under the "Railways Clauses Consolidation Act, 1845," Section 15, the special grounds for the unusual power seem to require explanation. If it is not intended to exceed the power in the General Act, Section 10 of this Bill is unnecessary, and therefore undesirable, as likely to give rise to doubt.

Sections 12. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Section 20 is rendered unnecessary by the proviso at the end of Section 13 of "The Companies Clauses Act, 1863," incorporated with this Bill, and might be properly omitted.

Section 25. It would be in accordance with the practice of Parliament to make a specific appropriation of an adequate part of the new share and loan capital to the new works.

Board of Trade,
March 1864.

James Booth.

[*Rhymney Railway* (*Cardiff and Caerphilly*), *&c., Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

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Swansea Harbour Trust Bill.

THIS Bill is to authorise the Swansea Harbour Trustees, incorporated by an Act of 1854,— Objects.

To execute the works more particularly described below, to be completed within five years, and to be, for the purposes of rates, part of Swansea Harbour;

To lease lands for the construction of dry docks, slips, ship-building yards, and other conveniences for building or repairing vessels;

To control the getting of minerals from under lands vested in the Trustees;

To enter upon adjoining lands, to repair or prevent accidents to the Trustees' Piers and Works; and, if necessary for the safety of such works, to take lands under compulsory powers to be renewed on a certificate of the Board of Trade;

To raise further sums, not exceeding 30,000 *l.*, by mortgage of the Swansea Harbour Fund, with provision for a sinking fund to discharge such debt, when previously authorised debt shall have been paid off.

Section 9. After "subject to the provisions of this Act," should be added "and of the Acts incorporated herewith." Observations.

Section 2. With respect to the proposed exemption from incorporation with this Bill of sections 16, 17, 18, and 19 of the Harbour, Dock, and Pier Clauses Act, 1847, which relate to the keeping a life-boat and a tide and weather guage, it is to be observed that it would be in accordance with the practice of Parliament, and in the case of a harbour so important as that of Swansea, it seems especially desirable, that power should be reserved to the Board of Trade to call upon the Trustees to provide those requisites at any future time.

The Bill should contain the usual reservation of present and future general Acts relating to harbours or piers, or ships, or goods carried in ships, or pilotage, or lights, buoys, and beacons, or the rights, powers, privileges, and jurisdiction of the general lighthouse authorities; and of the authority of Parliament to revise the authorised rates and the limits of the harbour.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

The taking down and re-building both the piers at the entrance of Swansea Harbour, and extending the western pier seaward.

The making a new cut or entrance channel across the foreshore, from near low water mark, in Swansea Bay, to the piers, and deepening the harbour in front of the tidal basins.

The stopping up the present entrance channel of Swansea Harbour, and the diversion of the River Tawe into the new channel.

The removal of the jetty at the northern end of the western pier.

The proposed incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and the provisions in clauses 25, 26, 27, 28, and 29, of the Bill will afford the protection to navigation rendered necessary by such interference.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea Harbour Trust Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Vale of Crickhowell Railway Bill.

THIS Bill is to incorporate "The Vale of Crickhowell Railway Company," with a capital of 48,000 *l.* in 10 *l.* shares, and 16,000 *l.* by loan, for making a Railway, length 5 miles 8 chains, from a junction with the Merthyr, Tredegar, and Abergavenny Railway, in the parish of Llanfoist, in Monmouthshire, to Crickhowell Bridge, in Brecknockshire, to be completed within five years. Objects.

The new Company are to be authorised to contract with the Merthyr, Tredegar, and Abergavenny, and the London and North Western Railway Companies, or either of them, with respect to the use and working of the intended Railway, and the transmission of traffic.

Sections 21 and 22. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20. Observations.

Section 37. It would seem to be desirable to prefix to this clause the words "Subject to the provisions of Part III. (Working Agreements) of 'The Railways Clauses Act, 1863.'"

Board of Trade,
March 1864. *James Booth.*

RAILWAY AND CANAL, &c. BILLS.

[*Vale of Crickhowell Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Workington Harbour Bill.

By this Bill it is proposed to authorise the Trustees of Workington Harbour to borrow to the amount of 50,000*l.*, including their present debt of 16,000*l.*; to regulate the forms of the securities granted by them; to hold additional lands; and to provide steam-tugs and other harbour apparatus. Objects.

Section 1. It is to be observed that the Bill does not, as is usual in like cases, incorporate the clauses of "The Commissioners Clauses Act, 1847," which provide for a sinking fund (Section 84), and for appointment of a receiver (Sections 86 and 87). Observations.

It is also usual and desirable to regulate the keeping and publication of the Trustees' accounts, by incorporation with the Bill, either of Sections 89-95 of the above-mentioned Act, or of Sections 49 and 50 of "The Harbours, Docks, and Piers Clauses Act, 1847."

Section 3. This Bill does not appear to define and limit the application of the monies to be raised under it so explicitly as the practice of Parliament requires.

It would be proper to add to the Bill the usual provision, reserving present and future general Acts relating to harbours, or dues on shipping, or goods carried in ships, and the future revision and alteration, under the authority of Parliament, of the rates authorised by the recited Act.

Board of Trade,
March 1864.

James Booth.

[*Workington Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Belfast Central Railway Bill.

THIS Bill is to incorporate "The Belfast Central Railway Company," with a capital of 300,000*l.* in 10*l.* shares, and 100,000*l.* by loan, for making the following Railways, viz.:— Objects.

No. 1, length 2 miles 35 chains, from a junction with the Ulster Railway at Blackstaff-lane, passing eastward and then northward, across the River Lagan, between the Lagan and the Queen's Bridges, to a junction with the north side of the Holywood Branch of the Belfast and County Down Railway, near the terminus of that Railway:

No. 2, length 1 mile 48½ chains, from a junction with No. 1, at East Bridge-street, to Ann-street, thence in a tunnel under Victoria-street, Corporation-street, and Garmoyle-street, to a junction with the Belfast and Northern Counties Railway on its east side near its terminus:

No. 3, length 18 chains, to connect No. 1 with the Goods Station of the Ulster Railway:

"The West Quays Tramway," length 1 mile 28 chains, from a junction with No. 1 at East Bridge-street, and passing between No. 2 and the River Lagan to a junction with No. 2, near its northern end:

"The East Quays Tramway," length 11 chains, from a junction with No. 1, near the east end of the Queen's Bridge to the Queen's Quay:

And a Central Station between Waring-street, High-street, and Victoria-street, at Belfast.

Such works to be completed within seven years.

The new Company are to be authorised—

To use the Great Victoria-street Terminus and the Goods Station of the Ulster Railway Company, the Terminus of the Belfast and County Down Railway Company, and the York Terminus of the Belfast and Northern Counties Railway Company, at Belfast, and to run over portions of their Railways near those stations:

To contract with those Companies, or any of them, with respect to the construction, working, and use of the intended Railways and Tramways, and the interchange of traffic:

To contract, with those three Companies, or any of them, or any corporation or public body having the control or use of any Railway, station, or quay at Belfast, with respect to the ownership, use, and management of the Central Station:

To contract with the Belfast Harbour Commissioners with respect to the making and maintaining of the West Quays Tramway; and with those

Commissioners and the Belfast and County Down Railway Company, or either of them, with respect to the making and maintaining of the East Quays Tramway:

To contract with the Corporation of Belfast with respect to the construction of sewers in the property of the new Company; and the construction, maintenance, and ownership of any of the works authorised to be made by the Company.

The Bill provides that, for the purposes which they are to be authorised to execute, each of the Belfast Harbour Commissioners and the Belfast Corporation may borrow 30,000 *l.* on the security of their property and rates.

Observations.

Sections 27 and 28. The proposed periods of *five* years and *seven* years for the exercise of compulsory powers and for completion of works, exceed the terms usually allowed, viz., three years and five years.

Section 29. It should, perhaps, appear more distinctly whether this provision for securing completion of works includes the intended "Railways or Tramways," as well as the intended "Railways."

Section 36. The extra charge for loading, &c. is not limited, as the practice of Parliament requires, to such services at a "terminal station."

Section 39. *See* observations on "Running Powers," in the General Report of the Board of Trade, on the Railway Bills of this Session, page 19.

Sections 41, 42, 43, and 45, severally authorise the Company to contract for the "making" or "construction" of parts of their intended works by other parties. This is not usually sanctioned, it being the practice of Parliament to leave the execution of works to the Company who obtain powers to take lands and raise funds for the purpose.

Section 44. With respect to the proposed power to the Belfast Harbour Commissioners to raise 30,000 *l.* on the security of their funds, tolls, and duties, it is to be observed that it would not be in accordance with the principles which have guided Parliament in recent legislation, to allow any charge to be laid upon shipping, or upon funds or revenues derived from dues on ships, or on goods carried in ships, unless the purpose for which such charge is to be made is clearly shown to be advantageous to the harbour in question.

Sections 45 and 46. If contracts to be entered into under these clauses are to be regulated by the provisions of Part III. (Working Agreements), of "The Railways Clauses Act, 1863" (which appears to be incorporated with the Bill, by Section 2, for that purpose), it would be desirable to refer expressly to that Part III. in each of these two clauses.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

1. Railway, No. 1, 1¼ miles from its commencement, crosses the Blackstaff River, by a bridge of one arch, 40 feet span, and 5½ feet above ordinary high-water spring tides; at 1¾ miles crosses the River Lagan, by a bridge of five arches, 50 feet span, and of an average height of seven feet above high-water spring tides; and at 1⅞ miles it crosses a lay-bye or dock.

2. Railway or Tramway, No. 4, for the first three-eighths of a mile, skirts the western shore of the River Lagan, cutting off access to the shore.

3. The limit of deviation of Railway or Tramway, No. 5, cuts off access to the eastern shore of the River Lagan, for a short distance, at its terminus.

Such

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railway Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Belfast Central Railway Bill*].

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*,
5 *February* 1864.

19—CCXVIII.

Under 2*oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Crystal Palace New Railways Bill.

Objects.

THIS Bill is to incorporate "The Crystal Palace New Railways Company," with a capital of 740,000 *l.* in 10 *l.* shares, and 246,000 *l.* by loan, for making the following Railways; viz.:—

(1) length 5 miles 54 chains, from a junction with the London, Chatham, and Dover Railway, Metropolitan Extensions Western Section, on its north side, near its bridge over the Wandsworth-road, passing south-eastward over that Railway; and then southwards, at the west of the Brixton and Streatham Road; then north-eastward by the north of Streatham to a point at Upper Norwood, then northward to a junction with the authorised line of the Crystal Palace and South London Junction Railway, near its termination opposite the south end of the Crystal Palace;

(2) length 3 miles 50½ chains, from a junction with (1) at Upper Norwood, passing southward, then eastward, near and at the south of the Norwood Junction Station, then westward to a junction with the authorised Line of the Mid-Kent and Addiscombe Railway, near the Beckenham and Penge Road;

(3) (4) and (5) lengths 47 chains, 22½ chains, and 21 chains, to connect (1) with the London, Chatham, and Dover Railway, near Brixton Rise, near Bedford Road, and near Shepherds' Lane, all in the parish of Saint Mary, Lambeth;

(6) and (7) lengths 15 chains and 67½ chains, in the parish of Beckenham, to connect (2) with the Farnborough Extension, near and to the west of Clay Lane, and with the Main Line, near and to the south-east of the Penge Station, of the London, Chatham, and Dover Railway:

To be completed within five years.

The new Company are to be authorised to contract with the South Eastern, the London, Chatham, and Dover, and the London, Brighton, and South Coast Railway Companies, with respect to the use and working of the intended Railways, and the interchange of traffic.

Observations.

Section 29. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is not less than 120 lbs.

Board of Trade,
March 1864.

James Booth.

[*Crystal Palace New Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

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Dumfriesshire and Cumberland (Solway) Junction Railway Bill.

Objects.

THIS Bill is to incorporate "The Dumfriesshire and Cumberland (Solway) Junction Railway Company," with a capital of 320,000 *l.* in 10 *l.* shares, and 100,000 *l.* by loan, for making the following Railways, viz.:—

(1.) Length 20 miles 33½ chains, from a junction with the Caledonian Railway, near and to the north of its Kirtlebridge Station, passing near and by the east of Annan, to Seafield, thence across the Solway Frith and by the west of Bowness to Kirkbridge, and thence southwestward to a junction with the Maryport and Carlisle Railway, near and to the east of Brayton Station;

(2.) Length 25¼ chains; and (3.) Length 1 mile ¼ chain, at Annan, from (1) to the Glasgow and South Western Railway, and to the Eastern Jetty at Annan Waterfoot;

(4.) Length 1 mile 62 chains, at Bowness, to connect (1) with the Main Line of the Port Carlisle Railway, at Port Carlisle;

(5.) Length 23¼ chains, from a junction with (1), at Holme East Waver, to the Carlisle and Silloth Bay Railway:

To be completed within five years.

The new Company are to be authorised—

To run over the portions of the five above-mentioned Railways, between the intended junctions therewith and their Stations at Kirtlebridge, Brayton, Annan, Port Carlisle, and Abbey Kirkbridge, respectively, and to use those Stations:

To contract with the Caledonian, the Glasgow and South Western, the Maryport and Carlisle, and the North British Railway Companies, the Port Carlisle Dock and Railway Company, and the Carlisle and Silloth Bay Railway and Dock Company, or any of them, with respect to the use and working of the intended Railways, and the interchange of traffic.

The Bill requires those six Companies to afford facilities to the traffic of the new Company at awarded rates.

Observations.

Sections 21 and 26. In these clauses, after "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 25. *See* observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session (page 19).

Sections 27—29. The jurisdiction which these clauses would give to the Admiralty now belongs to the Board of Trade by virtue of the "Harbours Transfer Act, 1862." Provisions for the purposes of these clauses are contained in Part I. of the "Railways Clauses Act, 1863," which is incorporated with this Bill; and these three clauses would therefore be properly omitted.

Section 37. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is 120 lbs., not 112 lbs. only.

Section 38. This Bill does not contain the definition of "terminal station" required by the practice of Parliament.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Railway No. 1 crosses Solway Frith, from the Annan shore at Seafield, on the north, to near Bowness on the south, by a solid embankment on either side, to near the low-watermark, and then by a viaduct over the low-water channel, of 800 yards in length, consisting of 75 spans of 30 feet each, and one opening span of 36 feet; all 8 feet above ordinary highwater of spring-tides.

This line also is to be carried across the River Wampool, at Whitrigg, by a bridge over the low-water channel of 5 spans, each of 30 feet, and 10 feet high above low-watermark.

Railway No. 3 runs along the northern foreshore of the Frith.

Railway No. 4, from about $1\frac{1}{4}$ mile from its commencement, also skirts the southern shore of the Frith.

The objections to the proposed crossing of the Solway Frith are as follow :—

First,—The solid embankments will cause a serious stagnation of the main tidal stream, and the natural consequence will be an acceleration of deposit both below and above the interference, and a proportional exclusion of tidal influence.

Secondly,—The channel crossed by the viaduct is to be intercepted by 74 piers, between which the tidal stream will be forced with greatly increased velocity, but with diminished benefit to the maintenance of the depth in the channel; as the tide, instead of advancing in a body, will be divided into numerous narrow streams, which will probably produce alternate pools and shallows: while sailing-vessels especially will find great difficulty, and will be exposed to much risk, in attempting to shoot through the narrow opening of 36 feet only, even if the deepest bed of the channel should always accommodate itself to this opening, of which, however, there is no certainty.

Any interference with tidal waters which may be sanctioned would render necessary the incorporation with this Bill of "The Railway Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway" of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

[*Dumfriesshire and Cumberland* (*Solway*) *Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CCXX.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Herne Bay, Hampton, and Reculver Fishery Bill.

THIS Bill is to incorporate "The Herne Bay, Hampton, and Reculver Oyster Fishery Company," with a capital of 100,000*l.* in 10*l.* shares, and 33,300*l.* by loan, for making and maintaining oyster beds, or tanks for the storage of oysters, with a water supply from the Estuary of the River Thames; Objects.

A Tramway, length 57 chains, from a junction with the Kent Coast Railway westward of the Herne Bay Railway Station to Hampton Point;

A Pier and Landing-place at Hampton Point;

To be completed within five years.

The Company propose to take as their oyster grounds the foreshore and bed of the Estuary of the Thames, containing an area of 15½ square miles, extending 2½ miles westward and 5½ miles eastward from Herne Bay Pier along the shore, and 2 miles seaward; the seaward limits to be marked by buoys, subject to the approval of the Board of Trade.

Within those oyster grounds the Company are to have a several fishery, and an exclusive right to deposit and take oysters; and for the protection of such fishery, it is to be penal for any person without their authority to dredge or trail for oysters or flat fish, or anchor or moor any boat within its limits.

Assuming that this interference with navigation can be permitted at all, a primary question in the consideration of this Bill appears to be, what is the equivalent offered by the promoters for the acquisition by them of exclusive rights in 15½ square miles of foreshore and bed of the sea? If the equivalent be an enlarged and improved supply of oysters in the public market, what quantity of oysters do the promoters anticipate may be annually brought by them to sale from their oyster grounds, when their operations are perfected, and what security will the public have, that the powers of the Company, which under the Bill would be perpetual, will be used to that effect. It may deserve consideration, whether any exclusive rights and powers which may be given to the Company, should not be made terminable, in default of their bringing to sale in any year after the lapse of a reasonable time, say 10 years, for the perfecting of their operations, a minimum quantity of oysters to be specified in the Bill. Observations.

Section 2. To give due effect to the incorporation of Part I. of "The Railway Clauses Act, 1863," it should be stated in the Bill that, in the application of the clauses relating to "Protection of Navigation" to the works authorised by the Bill, the words "work" and "Railway," shall include all works below high-water mark to be executed under the authority of the Bill.

Section 25. (H.) The proposed power of *stopping up* permanently all highways, &c. (which might include access to the seashore for a space of eight miles) is inconsistent with "The Lands Clauses Consolidation Act, 1845," and with the practice of Parliament, which requires that highways, &c. to be stopped up, shall be specified in the Bill.

Section 29. With reference to the mention here made of the conveyance of passengers on the Tramway, it is to be observed that the Bill does not limit the rates &c. for the conveyance of passengers, parcels, animals, or goods.

Section 42. Having regard to the existence of local regulations in the Metropolis, and perhaps elsewhere, limiting the season for dealing in oysters, it might be proper to add to this clause, words to the following effect, viz., "where and when oysters may be lawfully dealt in for the time being."

Section 55. The observations in this clause should include general Acts *already* passed, and also all general Acts relating to lights, buoys, and beacons, and the rights, powers, and privileges of the General Lighthouse Authorities.

Interference with Tidal Waters.

The proposed limits of this Company's powers enclose about 15 square miles of the sea and bed of the Thames Estuary, embracing portions of the navigable channels for shipping, and anchorages for the same, while nearly the whole area is available for the anchorage of small craft.

Clause 36 provides for defining the seaward limits by a buoy at each of the extreme points, separated from each other by a distance of about eight miles, and two miles from the shore. Vessels, fishing or otherwise, could not ascertain when they were or were not within the forbidden limits, and might consequently become subject to penalties without being aware of it.

Clause 44 (D) forbids to dredge for any ballast, mud, sand, &c., within the limits, and, therefore, should it be found necessary to dredge for the improvement of the navigation, this provision of the Bill would prevent it.

G interferes with the placing of any buoy, beacon, &c., for navigable purposes.

H forbids to "Wilfully anchor, or moor, or cast the anchor of any boat."

It is obvious that the effect of these provisions will be to appropriate to a private Company a large area in this part of the Estuary; and to prevent vessels which now have the full use of it from navigating within its limits.

It is a very serious question whether such an interference with the free navigation of an important Estuary ought to be permitted.

Board of Trade,
March 1864.

James Booth.

[*Herne Bay, Hampton, and Reculver Fishery Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Hoylake Railway Bill.

THIS Bill is to authorise the Hoylake Railway Company, incorporated in 1863, for making Railways from Birkenhead and Poulton-cum-Seacombe to Hoylake, and whose name it is proposed by the Bill to change to "The Birkenhead and Flintshire Railway Company,"— Objects.

To make a Railway, length 6 miles 35 chains, from a junction with the Company's authorised Line, No. 3, at Little Meols, across the Estuary of the River Dee to a junction with the Chester and Holyhead Railway, near its Mostyn Station; to be completed within five years:

To raise additional sums of 500,000 *l.* by shares, and 166,666 *l.* by loan:

To exchange traffic facilities with the London and North-Western Railway Company:

To contract with that Company with respect to the working and using of the Hoylake Railway Company's authorised and proposed Lines:

To run over the portion of the Chester and Holyhead Railway between the intended junction and Mostyn Station, and to use that Station.

Section 5. After "subject to the provisions of this Act," should be added, "and of the Acts incorporated herewith," as in Section 4. Observations.

Section 6. The number of lines of rail at the level crossing is not limited.

Section 25. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.:—

> The Dee Estuary is to be crossed by the Railway at a point where it is about five miles wide; and the mode of crossing is by an embankment, in which there are to be three viaducts across the low-water channels: the first, from the north shore, is over Dawpool Deep, which is to consist of 64 openings, of 30 feet in width each; the second is over Salisbury Gut, Bar, and Bank, and to consist of 170 openings, of 30 feet span each; and the third is across Mostyn Deep, and to contain 148 openings, of 30 feet span each, with an opening span of 40 feet in width; and the headway under all the viaducts is to be 32 feet above low water.

This scheme if adopted will, in the opinion of my Lords, have the effect of destroying, for purposes of navigation, a valuable tidal Estuary.

The channels are ever changing, and, therefore, no openings for the passage of vessels could avail for any lengthened period. The scheme, however, proposes

to confine their transit to a single opening of 40 feet wide, in a width of channel about five miles in extent, and which, from the great rise of tide, is available for vessels at times, in every part.

Besides the large regular trade, many ships use the Estuary as a harbour of refuge, and these cannot be limited either to particular times, or to confined openings, but may require to pass at all times (night or day) and wherever circumstances oblige them. They may break adrift from the lower anchorage in storms, and be compelled for safety to run up the Estuary; and such an obstruction as the viaduct proposed might cause their ruin.

The Board of Trade have not before them the case for this Bill, but it must be one of extraordinary strength, if its advantages are such as to outweigh the objections arising from the injuries it will cause to navigation.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Hoylake Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—CCXXII.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Kilkenny Junction Railway Bill.

THIS Bill is to extend for two years and three years the periods for compulsory purchase for, and for completion of the Branch Railway from Grenan to the Great Southern and Western Railway at Kilpurcell, which the Kilkenny Junction Railway Company were authorised to make in 1861; Objects.

To repeal the enactment in this Company's Act of 1861, requiring them to open their line to Maryborough, and Branch to Kilpurcell simultaneously;

To confirm a level crossing of a road at Abbeyleix, not before authorised.

The Company are to be empowered,—

To run over the Waterford and Kilkenny Railway, and to use all the stations thereon, and also the stations at Kilkenny, including any parts in which the Irish South Eastern and the Great Southern and Western Railway Companies have an interest;

To contract with those two Companies and the Waterford and Kilkenny and the Waterford and Limerick Railway Companies, or any of them, with respect to the ownership, and the management by a joint committee, of the stations at Kilkenny;

To raise additional sums of 74,000*l.* by new ordinary or six per cent. preference shares, and 24,600*l.* by loan; and to create five per cent. debenture stock.

No observation is necessary.

Board of Trade, *James Booth.*
March 1864.

[*Kilkenny Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Scarborough, Whitby, and Staithes Railway Bill.

THIS Bill is to incorporate "The Scarborough, Whitby, and Staithes Railway Company," with a capital of 360,000 *l.*, in 10 *l.* shares, and 120,000 *l.* by loan, for making a Railway, length 29 miles 18 ½ chains, from a junction with the North Eastern Railway, near Scarborough, passing by Burniston to Petard Point, thence along the coast to Hawsker, across the River Esk, near Ruswarp, at the west of Whitby, thence along the coast, and by the west of Hinderwell, to Old Stuble Hill, at Staithes, in the parish of Hinderwell; with a Branch, length 35 chains, to connect the intended Railway with the Whitby and Pickering Line of the North Eastern Railway, near Whitby; to be completed within five years. Objects.

The Company are to be authorised to contract with the North Eastern Railway Company with respect to the use, working, and traffic of the intended Railways.

In Section 22, after "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith." Observations.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.:—

> The main Railway skirts the seashore from 7 ¼ miles to the 11th mile from its commencement, and at about 19 ⅛ miles it crosses the River Esk by a bridge of three arches, one of 120 feet span and two of 80 feet span each.

The headway of the arches is 58 feet.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Scarborough, Whitby, and Staithes Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
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Swansea and Oystermouth Railway Bill.

THIS Bill is to incorporate "The Swansea and Oystermouth Railway Company," with a capital of 24,000*l.*, in 10*l.* shares, and 8,000*l.* by loan, for making a Railway, length 2 miles 62 chains, from a point near Swansea, in the Deviation Line of the Llanelly Railway and Dock Company, authorised in 1863, to the Mumbles Head on the shore of Swansea Bay, in the parish of Oystermouth; and a Pier, length 3 chains, at the termination of the Railway; such works to be completed within three years. Objects.

The new Company are to be authorised to contract with the Llanelly Railway and Dock Company, with respect to the interchange and conveyance of traffic, and the use of their respective Railways between Swansea and Oystermouth; and to run over the latter Company's Railway between the intended junction therewith and its Swansea Station, and to use that Station.

Sections 18 and 21. In these clauses, after "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith." Observations.

Section 23. As a part of the intended Railway will skirt the sea-shore, the provisions here referred to of the Railways Clauses Act, 1863, should not (as would seem to be the effect of this clause), be applicable to the Pier works only. It would be more accurate, in explaining the word "Railway," at the end of this clause to substitute "include," for the words, "be read as if the same were."

Section 43. See observations on "Running Powers," in the General Report of the Board of Trade on Railway Bills of this Session, page 19.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:

1. The Railway for almost the entire distance skirts the shore of Swansea Bay, and in some places passes below high-water mark, with the seaward limits of deviation extending still further into the Bay, the line thus cutting off access between land and water.

2. A pier commencing near the termination of the above line, in the parish of Oystermouth, and extending a short distance below high-water mark.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act 1847," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea and Oystermouth Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

North Eastern Railway (Additional Powers) Bill.

THIS Bill is to empower the North Eastern Railway Company— Objects.

To make (1) a Railway, length 31 chains, at Bishop Auckland, to connect the Company's Bishop Auckland Branch with their Stockton and Darlington Line: (2) a Railway, length 14½ chains, to connect (1) with the Stockton and Darlington Line, near Bishop Auckland Station: (3) a Railway, length 2 miles 23 chains, to connect portions of the Stockton and Darlington Line, in the townships of Whessoe and Haughton-le-Skerne respectively, in the county of Durham: and (4) a Railway, length 1 mile 7 chains, at Stainton, in the parish of Dacre, in the county of Cumberland, to connect the Lancaster and Carlisle Railway with the Cockermouth, Keswick, and Penrith Railway; to be completed within five years:

To make a Road between Marske and Skelton, with a Toll Bridge over Skelton Beck, in the North Riding of Yorkshire; and a Road at Bishop Auckland:

To carry the Darlington and Stockton-on-Tees Turnpike Road under the Stockton and Darlington Line, in lieu of the present level crossing at Darlington:

To raise 70,000 *l.* as new ordinary or preference capital, and 23,300 *l.* by loan:

To make byelaws for the Company's entire undertaking, under the provisions of the Railways Clauses Consolidation Act, 1845:

To hold superfluous lands acquired under Acts relating to the Company's Leeds and Thirsk, Newcastle-upon-Tyne and Carlisle, and Stockton and Darlington Railways, for a further period of ten years.

Section 25. The object of this clause appears to be to vary some of the provisions of the "Lands Clauses Consolidation Act, 1845," with respect to the taxation and recovery of costs, in cases of arbitrations and inquiries before justices, where the costs exceed 10 *l.* In general, it is not desirable that the provisions of the Consolidation Acts should be departed from. Observations.

Section 27. It may deserve consideration whether there should not be made applicable to the entire undertaking of the Company, not only the provisions with respect to regulating the use of the Railway (which relate to Bye-Laws only), but also Sections 63 and 64 (relating to screens for public roads), and the provisions with respect to the carrying of passengers and goods upon the Railway, and the tolls to be taken thereon, of the "Railways Clauses Consolidation Act, 1845."

Section 28. It is to be observed that the Preamble of this clause refers only to lands which "may *hereafter* become superfluous;" but the enacting part authorises the Company to hold for ten years more, and dispose of "any lands which *are or may not eventually be* required," including, as it would seem, lands that have already become superfluous, and in which rights may have consequently accrued to other parties.

In reference to this and the various other Bills promoted by the North Eastern Railway Company in the present Session, my Lords think it right to bring to the notice of the Select Committee the following fact, viz.:—

Complaint having recently been made to the Board of Trade by numerous persons connected with the town of Penrith, that Parliamentary cheap trains are not run on the Eden Valley Line, a Railway, length about 22 miles, between Kirkby Stephen and Clifton Junction, near Penrith, which became vested in the North Eastern Railway Company, by virtue of the "North Eastern and Stockton and Darlington Railways Amalgamation Act, 1863," an application was made to the North Eastern Railway Company, by my Lords' direction, for an explanation of the absence of cheap trains on that line. An answer has been received from the Company, by which it appears that the amount derived by them from the conveyance of passengers during the year ended 31st December 1863, was less than one-third (though more than one-fourth) of the gross revenue of the Company for that year; and that, consequently, the North Eastern Railway not being a "passenger Railway," within the definition of the 25th clause of the Act 7 & 8 Vict. c. 85, the Company are not under any obligation to comply on any part of their system with the provisions of sections 6—10 of that Act, which provide for the conveyance of the poorer class of travellers on "passenger Railways" at cheap fares.

The Company, in their reply to this Board, state that, in their opinion, the existing arrangements on the Eden Valley Railway are more beneficial to the public than the running "cheap trains" would be; but at the same time they deny their liability to run such trains on that line.

This consequence of the amalgamation of the North Eastern and the Stockton and Darlington Railway Companies, viz., that by the union of their respective revenues not only does the Stockton and Darlington portion of the system continue exempt, as it seems to have previously been, but the North Eastern portion—the larger and more important of the two—which was previously subject to the cheap train provisions of the Act 7 & 8 Vict. c. 85, has become exempt from those provisions, can scarcely have been anticipated by Parliament when the amalgamation was permitted.

Upon any application by the North Eastern Railway Company to Parliament for enlarged powers, it might deserve consideration whether the granting of such powers should not be conditional on the Company submitting to conform, in respect of all their lines, to the cheap train provisions of the Act 7 & 8 Vict. c. 85. And the present Bill, more especially, by which the Company, besides seeking enlarged powers, chiefly with reference to the Stockton and Darlington section of their system, desire to obtain over all their Railways the advantages of certain provisions in the Railways Clauses Consolidation Act, 1845, might, if Parliament think fit, afford an opportunity for extending to all those Railways the cheap train provisions of the Act 7 & 8 Vict. c. 85.

To effect that object it would be sufficient to declare in the Bill that, notwithstanding anything in the 25th section of the Act 7 & 8 Vict. c. 85, contained, the North Eastern Railway Company shall, from and after the passing of the Bill, be deemed a "passenger Railway company," within the provisions of Sections 6, 7, 8, 9 and 10 of the same Act.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.:—

The Roadway Bridge across Skelton Beck, near Saltburne-by-the-Sea, the details of which, as to headway and waterway are not given.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North Eastern Railway (Additional Powers) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

North Eastern Railway (York and Doncaster Branch) Bill.

THIS Bill is to empower the North Eastern Railway Company to make new Railways— Objects.

1. Length, 11 miles 23¼ chains, from a junction with the Company's Main Line near and at the south of York, crossing the River Ouse at the north of Naburn, then passing southward to a junction with the Hull and Selby Line, at Barlby, near and at the east of Selby;

2. Length, 14 miles 21 chains, from a junction with the Leeds and Selby Line, near its Selby Station, to a junction with the Great Northern Railway, at Owston;

3. Length, 40¾ chains, to connect (2) at Hensall, with the Wakefield, Pontefract, and Goole Branch of the Lancashire and Yorkshire Railway, at Heck, in the parish of Snaith;

4. Length, 60 chains, to connect (2) at Owston, with the authorised line of the West Riding and Grimsby Railway, at Thorpe-in-Balne;

To be completed within five years.

The Company are to be authorised—

To contract with the Great Northern, the Lancashire and Yorkshire, the West Riding and Grimsby, and the Manchester, Sheffield, and Lincolnshire Railway Companies, the South Yorkshire Railway and River Dun Company, and the Aire and Calder Company, or any of them, with respect to the maintenance, management, use, working, and traffic of any of the Railways of the contracting parties;

To raise further sums of 330,000 *l.* by new ordinary or 4½ per cent. preference shares or stock, and 110,000 *l.* by loan.

Section 9. In this clause, it would be desirable to insert, before "26 feet," in the fourth line, the words "not less than," in order that the actual height of the bridge may be adapted to what, on future consideration of the requirements of the case, under the 10th section of this Bill, may be found to be necessary in the interests of navigation. Observations.

My Lords have here to refer to observations with respect to the running of cheap trains on the North Eastern Railway, which will be found in the latter part of their Report on the *North Eastern Railway (Additional Powers)* Bill of this Session.

Interference with Tidal Waters.

My Lords have to observe that interference with tidal waters is proposed by this scheme in the following instance, viz.:—

> Railway, No. 2, at 4¾ miles from its commencement, is proposed to be carried across the River Aire, by a bridge of three arches, one of 100 feet span, and two of 50 feet, with clear headways of 14 feet above ordinary level of water.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Sections 9, 10, and 11 of this Bill also give certain powers to the Board of Trade with regard to the crossing of the River Ouse, at a part of that river above the flow of the tide.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*North Eastern Railway (York and Doncaster Branch) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

North Eastern Railway (Leeds Extension) Bill.

THIS Bill is to empower the North Eastern Railway Company—

Objects.

To make Railways: No. 1, length 4 miles 74 chains, to connect the Company's Main Line at Church Fenton with their Leeds and Selby Line, near Micklefield Station;

No. 2, length 1 mile 60 chains, to connect the Leeds and Selby Line at Temple Newsam with the Midland Railway at Hunslet, near Leeds;

No. 3, length 1 mile 17 chains, to connect the Leeds and Selby Line near its Marsh Lane Station with the Main Line leading into the Leeds Central Station; and

No. 4, length 29¼ chains, to connect No. 3 with the Midland Railway at Holbeck, near Leeds: to be completed within five years:

To use the Leeds Central Station, and the rails of other Companies leading thereto, with station services to be afforded thereat by the London and North Western, the Lancashire and Yorkshire, the Great Northern, the Leeds, Bradford, and Halifax Junction, and the West Yorkshire Railway Companies:

To contract with those Companies and the Midland Railway Company, or any of them, with respect to the management, use, and working of the Railways of the several parties:

To purchase or rent a portion of the Leeds Central Station, and the lines leading thereto:

To make Byelaws for the Company's entire undertaking, under the "Railways Clauses Consolidation Act, 1845."

The Bill provides, in pursuance of a clause in "The West Yorkshire Railway Act, 1863," that if the "North Eastern, Lancashire and Yorkshire, and West Yorkshire Railway Companies' Bill" of this Session (which also proposes to give effect to that clause) do not pass, the North Eastern Railway Company shall become jointly interested, in equal moieties with the West Yorkshire Railway Company, in the construction and ownership of "The Methley Railway" (from the West Yorkshire Railway to the Lines of the North Eastern and the Lancashire and Yorkshire Railway Companies at Methley), which the West Yorkshire Railway Company were authorised by their Act of 1863 to construct.

The North Eastern Railway Company are to be empowered to raise, by new ordinary or preference shares or stock, 686,500 *l.*, or, if the other Bill above-mentioned be passed, 649,000 *l.* only; and by loan one-third of the amount which they may raise by shares or stock.

Observations.

Section 16. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session (page 19).

Section 19. The terms of this clause, authorising working and traffic arrangements, appear to extend to *all the Railways* of the seven Companies referred to. It seems to be a question whether they can, in fact, be intended to extend to more than the lines of the several Companies in and near Leeds.

Section 27. In cases like the present, when a Railway is to be constructed and managed by a Joint Committee, it is usual, and it seems desirable, either to make the 135th Section of the "Companies' Clauses Consolidation Act, 1845," relating to service of notices on a Company, applicable to the Joint Committee, or to declare expressly in what manner notices may be served on it.

Sections 48 and 52. With respect to the amount proposed to be raiseable by the North Eastern Railway Company under these clauses (which, as it would seem, is intended to include the amount to be raised for the purpose of their share in the construction and ownership of "The Methley Railway"), it is to be observed that by the "North Eastern, Lancashire and Yorkshire, and West Yorkshire Railway Companies' Bill," above mentioned, it is proposed to authorise the North Eastern Railway Company to raise a sum of 25,000 *l.* by shares, and a further sum by loan, for the same purpose; and that, if that Bill be passed, a portion of the proposed new share and loan capital in this Bill may become unnecessary.

Section 56. The object of this clause appears to be to vary some of the provisions of the "Lands Clauses Consolidation Act, 1845," with respect to the taxation and recovery of costs in cases of arbitrations and inquiries before Justices, where the costs exceed 10*l.* In general, it is not desirable that the provisions of the Consolidation Acts should be departed from.

Section 57. It may deserve consideration whether there should not be made applicable to the entire undertaking of the Company, not only the provisions with respect to regulating the use of the Railway (which relate to Byelaws only), but also Sections 63 and 64 (relating to screens for public roads), and the provisions with respect to the carrying of passengers and goods upon the Railway, and the tolls to be taken thereon, of the "Railways Clauses Consolidation Act, 1845."

Section 58. It is to be observed that the preamble of this clause refers only to lands which "may *hereafter* become superfluous;" but the enacting part authorises the Company to hold for ten years more, and dispose of, "any lands which *are or may not eventually* be required," including, as it would seem, lands that have already become superfluous, and in which rights may have consequently accrued to other parties.

My Lords have here to refer to observations with respect to the running of cheap trains on the North Eastern Railway, which will be found in the latter part of their Report on the *North Eastern Railway* (*Additional Powers*) Bill of this Session.

Board of Trade,
March 1864.

James Booth.

[*North Eastern Railway* (*Leeds Extension*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CCXXVIII.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.

Blyth Dock Bill.

THIS Bill is to incorporate "The Blyth Dock Company" with a capital of 400,000*l.* in 10*l.* shares and 130,000*l.* by loan, for making a dock, piers, breakwaters, and other works at the mouth of the River Blyth, to be completed within five years. Objects.

The Company are to be authorised—

To contract with the Blyth and Tyne Railway Company with respect to the appropriation by the latter Company of any part of the dock or other works, and the conveyance of traffic.

To take a lease or a transfer of the undertaking of the Blyth Harbour and Dock Company, incorporated in 1858;

To raise money for the purpose of any such transfer, by shares and by borrowing to the amount of the authorised share and loan capital of the Harbour Company.

Section 17. It is usual and desirable that there should be a more specific description of the nature and position of the principal works intended to be authorised, than this Bill now contains. Observations.

Section 21 to 23. To the provisions in these clauses for the protection of navigation, should be added the further usual provision, for the exhibition of lights on the intended works, to the effect of the 13th section of "The Railways Clauses Act, 1863."

Section 59. To the reservation of present and future general Acts in this clause should be added those relating to "pilotage, or lights, buoys and beacons, or the rights, powers, privileges, and jurisdiction of the General Lighthouse Authorities."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

The extension of the eastern breakwater, and the construction of a breakwater on the southern side of the mouth of the River Blyth, and of a dock inside the southern work.

Such interferences render necessary the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847" and of the usual provisions for the protection of navigation.

The Bill proposes to incorporate the Act referred to; and contains the usual provisions for the approval and survey of works, and the abatement of abandoned works. As to a further requisite provision, see above, under sections 21 to 23.

Board of Trade,
March 1864. *James Booth.*

RAILWAY AND CANAL, &c. BILLS.

[*Blyth Dock Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Cannock Chase and Wolverhampton Railway Bill.

THIS Bill is to incorporate "The Cannock Chase and Wolverhampton Railway Company," with a capital of 100,000 *l.* in 10 *l.* shares, and 34,000 *l.* by loan, for for making Railways,— Objects.

No. 1, length 10 miles 13 chains, from a junction in Burntwood with a private railway of the Cannock Chase Colliery Company, Limited, to a junction, near Wolverhampton, with the Great Western Railway; and

No. 2, length 27¾ chains, to connect No. 1 with the authorised line of the Cannock Chase Railway Extension at Norton Canes, all in the County of Stafford; to be completed within five years.

The new Company are to be entitled to station services, and, if required, accommodation for clerks at the Wolverhampton station of the Great Western Railway Company; and that Company are to afford to the traffic of the new Company facilities by through booking and otherwise.

The two Companies are to be authorised to contract with respect to the use and working of the intended Railways and the interchange of traffic.

Section 1. With respect to the proposed incorporation of "The Companies Clauses Act, 1863," generally, it may be observed that if it is intended that the Company may create debenture stock, it would be desirable that the power to create such stock be given expressly in the Bill. Observations.

Board of Trade,
March 1864.

James Booth.

[*Cannock Chase and Wolverhampton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Central Wales and Staffordshire Junction Railways Bill.

THIS Bill is to incorporate "The Central Wales and Staffordshire Junction Railways Company," with a capital of 600,000 *l.* in 10 *l.* shares, and 200,000 *l.* by loan, for making the following Railways, viz:— Objects.

Nos. 1, 2, and 3, lengths 21 miles 24 chains, 9 miles 9 chains, and 6 miles 42 chains respectively, in a continuous line from a junction with the Knighton Railway, near the Craven Arms, to a point at the western side of the Bridgnorth Station of the Severn Valley Railway, thence to a point in the parish of Trysull, near and to the north of Smestow toll-gate, thence to a junction with the West Midland Line of the Great Western Railway, at Blowers Green, Dudley;

No. 4, length 23 chains, to form a second junction between No. 1, and the Knighton Railway, near the Craven Arms;

No. 5, length 72½ chains, from the Knighton Railway to the Bishop's Castle Railway, near to their respective junctions with the Shrewsbury and Hereford Railway;

No. 6, length 5 miles 8 chains, from No. 1 at Delbury to the Shrewsbury and Hereford Railway, near and at the north of Ludlow;

No. 7, length 3 miles 42½ chains, to connect No. 1 at Monkhopton with the authorised line of the Wenlock Railway, at Presthope, south-west of Westwood toll-bar;

No. 8, length 5 miles 77 chains, from a junction with Nos. 2 and 3 at the above-mentioned point at Trysull to a junction with the Birmingham, Wolverhampton, and Stour Valley Railway, near its Bilston station;

No. 9, length 1 mile 7¼ chains, in the parish of Wombourne, from No. 3, to the Staffordshire and Worcestershire Canal;

No. 10, length 24 chains, in the parish of Kingswinford, to connect No. 3 with the Kingswinford Branch of the Great Western Railway;

To be completed within six years.

The new Company are to be authorised to run over the Knighton Railway (12½ miles), the Central Wales Railway (19½ miles), the Central Wales Extension Railway (27 miles), the Bishop's Castle Railway (19 miles), the portion of the Oswestry and Newtown Railway, between its junction with the Bishop's Castle Railway and Newtown (7 miles) the portion of the Shrewsbury and Hereford Railway, between No. 6 and the Ludlow Station, the portion of the Stour Valley Line of the London and North Western Railway between No. 8 and the High Level Station at Wolverhampton, and the portion of the West Midland Line between No. 3 and the Dudley Station; and the eight Companies owning those Railways, and also the South Staffordshire Railway Company are to afford services to the new Company at their several stations, including, if required, accommodation for clerks.

The same eight Companies, and the South Staffordshire and the Wenlock Railway Companies, are to give facilities to traffic to and from the intended Railways by through booking and otherwise.

The new Company are to allow portions of the intended Railways to be run over by the Knighton, the Central Wales, the Central Wales Extension, the Bishop's Castle, the Oswestry and Newtown, and the Wenlock Railway Companies, and to afford station services and traffic facilities to these Companies.

The new Company are to be authorised to contract with the ten other Companies above mentioned, or any of them, with respect to the working and traffic of the intended Railways.

Observations.

Section 20. The proposed power to *stop up* all roads, &c. *permanently* is inconsistent with the 16th section of the "Railways Clauses Consolidation Act, 1845," and with the practice of Parliament, which requires that the roads, &c. which may be stopped up, shall be specified in the Bill.

Section 23. See observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Sections 25 and 26. With respect to the proposed periods of *four* years and *six* years for compulsory purchase and completion of works, it is to be observed that the periods usually allowed do not exceed three years and five years.

Section 31. The extra charge for loading and unloading is not confined to such services at any "terminal station" of the goods, as the practice of Parliament requires.

Section 38. Reference may be made to the observations on "Running Powers," in the above-mentioned General Report, page 19.

Board of Trade,
March 1864.

James Booth.

[*Central Wales and Staffordshire Junction Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CCXXXI.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Exmouth Docks Bill.

BY this Bill, and the intended additional provision therein, it is proposed to incorporate, under the Companies Clauses Consolidation Act, 1845, as "The Exmouth Docks Company," the Exmouth Pier Company, Limited, authorised by a Provisional Order, confirmed by Act, in 1863, to make a pier at Exmouth, in the county of Devon. Objects.

The Company are to be further authorised—

To make the Docks and other works described below; and a Railway, length 57 chains, from a junction with the Exeter and Exmouth Railway, north of its passenger station at Exmouth, to the proposed Docks, such works to be completed within five years:

To raise additional sums of 60,000*l.* by new shares, and 15,000*l.* by loan:

To contract with the London and South Western Railway Company with respect to the use, working, and traffic of the intended Railway.

Section 3. In order to give due effect to the incorporation of Part I. of "The Railways Clauses Act, 1863," it might be proper to state in this clause, that, "in Sections 13, 18 and 19 of that Act, the word 'work' shall include as well the Docks and Works connected therewith, as the Railways authorised by this Act." Observations.

In lieu of the absolute exception proposed in this clause of Sections 16 and 17 (life boat), and 18 and 19 (tide and weather gauge) of the Harbours, Docks, and Piers Clauses Act, 1847, it would be in accordance with the practice of Parliament to limit the exception, by adding "except in so far as the same may be called into operation by the Board of Trade."

Section 7. It seems to be a question whether the proposed limits of one mile from the Docks would not give to the Company's Dock Master control over the navigation of vessels not intended to use those Docks, to a greater extent than would be requisite for the proper regulation of the approaches to the Company's works.

Sections 11 and 12. It may deserve consideration whether the sums which the Company are already authorised to raise by shares and by borrowing, should not be stated in this Bill.

Section 25. After "subject to the provisions of the Merchant Shipping Act, 1854," it might be proper to add, "and of any other general Act for the time being in force."

Section 49. It would be in accordance with the practice of Parliament to add to the reservation of general Acts in this clause, any general Act relating to pilotage, or to lights, buoys, and beacons, or to the rights, powers, privileges and jurisdiction of the general lighthouse authorities.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

The construction of a floating Dock and dry Docks on Sandy Flat, with an entrance from the River Exe, and of a float below high-water mark of the Exe Estuary, communicating with the Dock and the Railway, running below high-water mark of the Exe for about half a mile.

Such interferences render necessary the incorporation in the Bill of, "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks and Piers Clauses Act, 1847," and Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Exmouth Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19.—CCXXXII.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Falmouth Docks Bill.

BY this Bill it is proposed to repeal the "Falmouth Docks Act, 1859," and to re-enact some of its provisions, with amendments. Objects.

The capital of the Company is to consist of 99,875 *l.* in 25 *l.* shares, already subscribed for; 100,125 *l.* further capital already authorised, but not subscribed for; and 160,000 *l.* additional capital; of which the two last-mentioned sums may be issued as ordinary or preference shares or stock.

The Company are to be authorised to borrow, with reference to the payment up of successive portions of their capital, sums amounting in the whole to 120,000 *l.*

In addition to the tidal harbour and works already authorised (the periods for compulsory purchase and for execution of which are to be extended by the Bill), the Company are to be enabled to form a floating dock, a pier or breakwater, and other works, to be completed within seven years.

Sections 51 and 55. In these clauses, after "Subject to the provisions of this Act," should be added "and of the Acts and parts of Acts incorporated herewith." Observations.

Section 85. This power to lease rates appears, in effect, as regards the "short lines of railway or sidings," mentioned in Section 82, to amount to a power to enter into arrangements with the Cornwall Railway Company, or any other parties, with respect to the working and traffic of those Railways. It might, therefore, be proper to incorporate with the Bill, Part III, Working Agreements, of "The Railways Clauses Act, 1863."

Section 92. It would be in accordance with the practice of Parliament to add to the reservation of present and future General Acts, in this clause, any General Act relating to pilotage, or to lights, buoys and beacons, or the rights, powers, privileges and jurisdiction of the General Lighthouse Authorities.

Interference with Tidal Waters.

ON the proposed interference with tidal waters in this case, the Board of Trade have no observations to make, because the intended works will be within that portion of Falmouth Harbour over which the Admiralty has retained its jurisdiction, pursuant to the 9th Section of "The Harbours Transfer Act, 1862."

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Falmouth Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*,
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Guildford and Leatherhead Railway Bill.

Objects.

THIS Bill is to incorporate "the Guildford and Leatherhead Railway Company," with a capital of 150,000 *l.* in 10 *l.* shares, and 50,000 *l.* by loan, for making a Railway, length 12 miles 20 chains, from a junction with the London and South Western Railway, at the north of its Guildford station to Leatherhead, and a Junction Branch, length 25 chains, at Leatherhead to connect the former intended railway with the authorised Dorking and Leatherhead line of the London, Brighton, and South Coast Railway; to be completed within five years.

The new Company are to be authorised to contract with the London and South Western Railway Company with respect to the use and working of the intended railway, and the interchange of traffic.

Observations.

Sections 27 and 34. With respect to the proposed division of goods into the *five* classes described in the schedule, which has perhaps been suggested by the classification of goods formerly in use on the London, Brighton, and South Coast Railway, it may be observed, that by "the London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863," a classification of goods in *four* classes, with amended rates of charges, has been established on that Railway.

Section 38. The proposed power to contract seems to render necessary the incorporation with the Bill of Part III Working Agreements of "The Railways Clauses Act, 1863."

Board of Trade,
March 1864.

James Booth.

[*Guildford and Leatherhead Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Irish North Western Railway Bill.

BY this Bill it is proposed to regulate the capital of the Irish North Western Railway Company, formerly the Dundalk and Enniskillen Railway Company, and who are lessees of the Londonderry and Enniskillen Railway. The authorised share capital is stated to amount to 900,000 *l.*, of which 307,860 *l.* is unissued or subject to forfeiture, and the authorised loan capital is stated as 300,000 *l.*, of which 234,000 *l.* is outstanding as debenture debt; Objects.

The Bill proposes—

To extinguish the shares unissued or subject to forfeiture to the amount of 307,860 *l.*;

To add to the existing First Class (A) 5 per Cent. Preferential Shares (amounting to 325,380 *l.*) and to be on a par therewith, 16,258 *l.* like preferential stock, in satisfaction of arrears of dividend on those shares; and 109,645 *l.* like preferential stock, to be issued to a creditor of the Company in satisfaction of the like sum stated to be due to him (including 28,500 *l.* due on debentures).

To convert, at the option of the creditor referred to, the dividend on the whole of the First Class (A) Preferential Shares from a guaranteed dividend into a dividend dependent on the profits of the year;

To place the Second Class (B) 5 per Cent. Preferential Shares, amounting to 25,340 *l.* on an equality with the First Class (A) Preferential Shares and Stock until both receive a dividend of 3 per cent. per annum;

To authorise the Company to raise the sum of 181,956 *l.* 10 *s*, by new ordinary or preferential shares or stock, in addition to the above-mentioned First Class (A) and Second Class (B) Preferential Shares and Stock, and to the existing Third Class (C) 4 per Cent. Preferential Shares (40,000 *l.*) now held by the Dublin and Drogheda, and the Dublin and Belfast Junction Railway Companies, and to the Clones and Cavan Extension Shares, (30,000 *l.*) now held by the Ulster Railway Company and to the existing ordinary shares (171,420 *l.*), making an aggregate capital of 900,000 *l.*

The limit of the Company's borrowing power is to be 300,000 *l.*, inclusive of their present debenture debt of 233,000 *l.*

The Company are to be authorised —

To let, mortgage, or sell their rolling stock to the Drogheda, the Belfast Junction, and the Ulster Companies, or any of them;

To contract with those three Companies, or any of them with respect to the ownership, making, letting, working, using and traffic of the respective undertakings of the contracting Companies; and with respect to participation in working or traffic arrangements entered into with certain other Companies.

The Bill further provides that the Company's undertaking, including their rights in other undertakings, may be amalgamated at any time with the undertakings of the three above-mentioned Companies.

Sections 10 and 15. The creation of additional First Class (A) Preferential Stock in satisfaction of debt, not being authorized debenture debt, and the provision by which the dividend of existing First Class (A) Preferential Shares may, at the option of an individual creditor, become dependent on the profits of each year, instead of continuing a guaranteed dividend, appear to be alterations of the terms of existing preferences.

Section 24. It appears to be a question whether the proposed conditions for the exercise of the additional borrowing power are such as the practice of Parliament would require.

Sections 33 and 37 appear to authorize the uniting of the undertakings of the Irish North Western, the Drogheda, the Belfast Junction, and the Ulster Companies.

The Bill however does not regulate, as is usual when such arrangements are authorized, the combined capitals of the undertakings, when united.

See observations on "Amalgamation, Sale and Lease," including those on "Notice of Transfer" in the General Report of the Board of Trade on the Railway Bills of this Session, pages 18 and 19.

Section 34 would seem to authorize any of the four Companies to engage to pay rents, &c., and to give guarantees with priority over preferences, and guarantees previously granted by them. This appears to be at variance with the practice of Parliament.

Board of Trade,
March 1864.

James Booth.

[*Irish North Western Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

16—CCXXXV. *Under* 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Llandilo and Teiffi Valley Railway Bill.

THIS Bill is to incorporate "The Swansea and Aberystwith Junction Railway Company" with a capital of 375,000 *l.* in 10 *l.* shares, and 125,000 *l.* by loan, for making Railways,— Objects.

No. 1, length 25 miles 37 chains, from a junction with the Llanelly Railway, near its Landilo Station, to a junction at Llanio, in the parish of Llandewy Brefi, with the authorised line of the Manchester and Milford Railway;

No. 2, length 4 miles 14¼ chains, to connect No. 1 in the parish of Llanfair Clydogau, southwards with the same authorised line in the parish of Pencarreg;

To be completed within five years.

The Vale of Towy Railway Company are to afford facilities by through booking and otherwise, for transmission of traffic from and to the intended Railways.

The new Company are to be authorised to contract with the Vale of Towy, the Manchester and Milford and the Great Western Railway Companies, and the Llanelly Railway and Dock Company, with respect to the working, use, and traffic of the intended Railways.

Section 17. The power of lateral deviation in this clause being intended to exceed that which the Company would have under the 15th Section of the Railways Clauses Consolidation Act 1845 (otherwise this clause would be nugatory) is unusual, and seems to require that if special grounds be established for its being granted. Observations.

Section 18. After "subject to the provisions in this Act," should be added "and in the Acts and parts of Acts incorporated herewith."

Section 19. See observations on "Dimensions of Bridges," in the general report of the Board of Trade on the Railway Bills of this Session, page 20.

Board of Trade,
March 1864.

James Booth.

[*Llandilo and Teiffi Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Lymington Harbour and Docks Bill.

THIS Bill is to incorporate "The Lymington Harbour and Docks Company," with a capital of 200,000 *l.* in 10 *l.* shares, and 66,600 *l.* by loan, to be empowered to reclaim certain land from the Solent Sea and from the Lymington River; to make in such land a harbour and docks, with improvements of the channel of the Lymington River between its mouth and Heywood Mill, and a new cut at the southward of Ferry Point, in lieu of the existing channel; to make a railway, length 64 chains, from the Lymington Railway to the intended docks; and to acquire and alter Lymington Bridge; such works to be completed within seven years. Objects.

The new Company are to be authorized—

To take by agreement a lease or transfer of any lands of the Lymington Railway Company;

To contract with that Company with respect to the working and use of the intended harbour, docks and other works, and the interchange of traffic;

To appropriate to the Corporation of Lymington and to other parties, having rights at the Town Quay, or on the foreshore of the right bank of the Lymington River, portions of the intended new right bank of that river to be formed by the proposed improvement of the river and new cut.

Section 16. The proposed power to take easements, &c., in lands *compulsorily*, without taking the lands themselves, is inconsistent with "The Lands Clauses Consolidation Act, 1845," and with the practice of Parliament, which allows partial interests in lands to be acquired only by agreement. Observations.

Sections 17 & 27. It seems to be a question whether the proposed periods of *five* years and *seven* years for compulsory purchase and for completion of works would not be unusually long, at least as regards the intended railway.

Section 22. If the power of disposing of superfluous lands to be given by this clause are intended to exceed in duration the usual period of 10 years, limited by "The Lands Clauses Consolidation Act, 1845," and virtually to be without limitation, the reason for so unusual a power would require to be explained. If no enlargement of the ordinary power of disposition is intended, Section 22 might be properly omitted.

Section 23. After "subject to the provisions of this Act" should be added "and of the Acts and parts of Acts incorporated herewith."

Section 24 (H)—The proposed power to *stop up* all roads, &c., is inconsistent with the 16th clause of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament, which requires that roads, &c., which may be stopped up, shall be specified in the Bill.

Sections 30, 31 & 32, relating to the consent of the Board of Trade to works on tidal lands, would be properly omitted; because more efficient provisions, vesting like powers in the Board of Trade (who now possess the jurisdiction in these matters formerly belonging to the Admiralty) are contained in the 17th section of "The Railways Clauses Consolidation Act, 1845," and in the 12th

section of "The Harbours, Docks, and Piers Clauses Act, 1847," which are incorporated with this Bill.

With a view to the further protection of navigation, and in accordance with the practice of Parliament, section 13 (relating to lights), and sections 18 and 19 (relating to abatement of abandoned works and a local survey) in Part I. of "The Railways Clauses Act, 1863," which is incorporated with this Bill, should be expressly made applicable to the Docks and other Harbour works; and for that purpose a provision should be added to the Bill, stating that in the application of sections 13, 18 and 19 to the works authorised by the Bill, the word "work" in those clauses, shall include the Railway and also the Docks and other Harbour works.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

(1). The embankments on the northern foreshore of the Solent and the western side of the low-water channel of Lymington River, for the reclamation of slob lands on which docks are to be constructed.

(2). The filling up and reclaiming a portion of the bed and low-water channel of the river at Lymington, and making a new straight cut in lieu thereof; extending about 350 yards in a southerly direction from the toll-bridge across the neck of land known as Ferry Point.

(3). The construction of a railway over a portion of the channel proposed to be filled up, and along the edge of the river to the lands proposed to be reclaimed for dock purposes.

(4). The removal of the sluices at the toll-bridge, diverting a portion of the river and embanking it on either side for about two and a half miles above the bridge, over which distance the tide will be allowed to flow by the removal of the sluices.

It is a question whether the proposed enclosure of the mud lands by embankments to and along low-water mark, standing out as it would abruptly opposed to the course of the stream, would not have the effect of extending the shoal water into the Solent, and thus injuring the navigation of that channel, the preservation of which is of the highest importance.

Should the above interferences be sanctioned, they would render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act 1845," "The Harbours, Docks, and Piers Clauses Act 1847," and of Part I. "Construction of a Railway," of "The Railways Clauses Act 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864. *James Booth.*

RAILWAY AND CANAL, &c. BILLS.

[*Lymington Harbour and Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*,
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

New Brighton Pier Bill.

THIS Bill is to incorporate "The New Brighton Pier Company," with a capital of 30,000 *l.* in 10 *l.* shares, and 10,000 *l.* by loan, for making a Pier in the River Mersey, at New Brighton, in the parish of Wallasey, in the county of Chester; to be completed within three years. Objects.

The Bill authorises the taking of tolls from persons using the Pier for pleasure, but not for embarking or disembarking; and it provides for the making a lease or transfer of the undertaking to the Wallasey Local Board.

Section 2. It is usual, and it is also desirable, to insert "expressly" before "varied" in the last line but one of this clause. Observations.

Section 22–24. It is to be observed that the Board of Trade is not the department to which the powers contained in these clauses should be given. The jurisdiction in question has, as regards the River Mersey, been reserved to the Admiralty, under the 9th Section of "The Harbours Transfer Act, 1862."

Board of Trade,
March 1864.

James Booth.

[*New Brighton Pier Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Stokes Bay Railway and Pier Bill.

THIS Bill is to authorise the Stokes Bay Railway and Pier Company— Objects.

To purchase or take on lease the undertaking of the Isle of Wight Ferry Company;

To raise further sums of 50,000 *l.* by new ordinary or six per cent. preference shares, and 16,500 *l.* by loan;

To create six per cent. debenture stock;

To make an approach Road between the Esplanade at Ryde and the authorised terminus of the Isle of Wight Railway, to be completed within three years.

If a transfer of the undertaking of the Isle of Wight Ferry Company be authorised, it may deserve consideration whether the Bill should not set forth the capital and mortgage debt of that Company; and specify the means by which the Stokes Bay Railway and Pier Company are to be authorised to raise money for the purposes of a purchase by them. Observations.

Board of Trade,
March 1864.

James Booth.

[*Stokes Bay Railway and Pier Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

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FURTHER REPORT from the Board of Trade,
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West London Docks and Warehouses Bill.

Objects.

BY this Bill it is proposed to change the name of the West London Docks and Warehouses Company, incorporated in 1863, to "The Railways Junction Warehouses and Canal Company:"

To authorise the Company to take additional lands, to extend the limits of deviation for their authorised works, to lay down tramways, and to connect them with the London, Brighton, and South Coast Railway, at Battersea:

To authorise agreements by the Company and the London, Brighton, and South Coast Railway Company with the London and North-Western, the Great Western, and the London, Chatham, and Dover Railway Companies, for the use of the tramways and junction:

To authorise the Company to raise, in addition to their authorised share capital of 150,000 *l.*, a further sum of 400,000 *l.* by new shares, ordinary or preferential, and to borrow 130,000 *l.*

Observations.

Sections 6 and 10. After "subject to the provisions of this Act," should be added "and of the Acts and parts of Acts incorporated herewith,"

Section 17. It appears to be a question whether the sum of 130,000 *l.* here mentioned as the limit of the Company's borrowing power, is intended to be in addition to, or to include the sum of 30,000 *l.* by the Act of 1863 authorised to be borrowed.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*West London Docks and Warehouses Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Albert Bridge and Approaches Bill.

BY this Bill it is proposed to incorporate "The Albert Bridge Company," with a capital of 90,000 *l.* in 10 *l.* shares, and 30,000 *l.* by loan, for making the Bridge across the River Thames described below; also a Street from the King's Road, Chelsea, opposite Oakley Street, to the Fulham Road; and a Road, south of Battersea Park: such works to be completed within five years. Objects.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.:—

A Suspension Bridge across the River Thames, between a point in Cheyne Walk, Chelsea, opposite Oakley Street, and the northern end of Prince Albert Road, at the west side of Battersea Park; such Bridge to have three spans, and the headway, in the centre, to be not less than 21 feet, and the soffit at the abutments not less than 6 feet, above Trinity high-water mark.

My Lords have no observations to make on this Bill.

Board of Trade,
March 1864.

James Booth.

[*Albert Bridge and Approaches Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
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Bembridge Railway, Tramway, and Pier Bill.

THIS Bill is to incorporate "The Bembridge Railway, Tramway, and Pier Company," with a capital of 50,000*l.* in 10*l.* shares, and 16,600*l.* by loan, for making— Objects.

(1). A Railway, length 2 miles 75 chains, from a junction with the authorised line of the Isle of Wight Railway, near and at the north-east of the Brading and Bembridge-road Bridge over the River Yar, passing in part through Brading Harbour, and terminating at the eastern end of Ducie-walk, near Bembridge Point;

(2). A Tramway, length 62 chains, from a point on Bembridge Down to a point in the intended Railway midway between its extremities;

(3). A Pier, length 40 chains, at the eastern end of Ducie-walk; and for

(4). Reclaiming salt marsh and mud lands of Brading Harbour, landward of the intended Railway;

The Railway, Tramway, and Pier to be completed within five years; and the compulsory powers of purchase for reclamation purposes to continue for seven years.

The new Company are to be authorised to use the Isle of Wight Railway, between the intended junction and its Sandown Station, including that station; and to contract with the Isle of Wight Railway Company with respect to the use and working of the new Railway Tramway and Pier.

Sections 2 and 3. To give due effect to the incorporation of Part I. of "The Railways Clauses Act, 1863," as regards the Pier, it would be proper to add to the interpretations in section 3 of this Bill, that "in sections 13, 18, and 19 of "The Railways Clauses Act, 1863," the word "work" shall include the Pier or Jetty by this Act authorised, and the works connected therewith." Observations.

Section 21. After "Subject to the provisions of this Act" should be added "and of the Acts, and parts of Acts incorporated herewith."

Section 36. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is not less than 120 lbs.

Section 51. In the reservation of general Acts in this clause there is omitted "now in force, or," before the words "which may be passed," &c.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

(1). The Railway, at ¾ of a mile from its commencement, enters and runs along the bed of Brading Harbour, from near the mouth of the River Yar to the western side of Bembridge Point.

(2). The Tramway, at 4 furlongs from its commencement, enters the bed of the harbour, and joins the above-mentioned Railway 2 furlongs farther on.

(3). The Pier or Jetty runs out to sea for about 880 yards from the eastern shore of Bembridge Point; about 530 yards extend beyond low-water mark, which portion comes within the reserved jurisdiction of the Admiralty.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate those enactments.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bembridge Railway, Tramway, and Pier Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—CCXLII.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Edinburgh and Leith Sewerage Bill.

Interference with Tidal Waters.

INTERFERENCE with tidal waters is proposed by this scheme in the following instance, viz.:—

The construction of the Sewer across the foreshore, to convey the Sewage of Edinburgh and Leith into the Firth of Forth, at low-water mark, near the East Craigs.

It is desirable, and would be in accordance with the practice of Parliament, that, in addition to the provisions in Sections 24, 25, & 26 of this Bill, relating to access to the River and Seashore, abatement of works abandoned or decayed, and survey of works by the Board of Trade, there should be inserted in the Bill a provision to the effect of that part of Section 12 of the Harbours, Docks and Piers Clauses Act, 1847, which provides that the works in tidal waters shall not be commenced, or altered, except in accordance with plans previously approved by the Board of Trade (which Department now has the jurisdiction in such matters, formerly belonging to the Admiralty); and also a provision respecting the exhibition of lights during the execution of works in tidal waters, to the effect of that in the 13th section of "The Railways Clauses Act, 1863."

Board of Trade,
March 1864.

James Booth.

[*Edinburgh and Leith Sewerage Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Fleetwood Docks Bill.

Objects.

THIS Bill is to incorporate "The Fleetwood Docks Company" with a capital of 200,000 *l.* in 20 *l.* shares, and 66,665 *l.* by loan, for making the Embankment and Dock described below, and other works in Kirkscar Bay, on the west side of the Wyre Estuary, in the county of Lancaster, to be completed within six years; and for reclaiming land inclosed by such Embankment.

The Company are to be authorised—

To contract with Sir P. Hesketh Fleetwood, Bart., with reference to works now in course of execution for reclaiming certain lands in Kirkscar Bay, and to the acquisition of such lands by the Company;

To contract with the Lancashire and Yorkshire, and the London and North Western Railway Companies, with respect to the management and interchange of traffic, the division of receipts, and the appropriation of warehouses, quays, wharves, or other conveniences for the joint or separate use of the respective Companies.

Observations.

Section 49 and Schedule B.—The words "Foreign Goods," and "British or Irish Goods," stand at the head of the third and fourth columns of rates in Schedule B.

If those words are intended to be equivalent to "Foreign" and "Coastwise," which stand at the head of the first and second columns, there would be no objection in principle to differences in rates for these two classes of exported goods; but it would be desirable to substitute "Foreign" and "Coastwise" in the headings of the third and fourth columns.

But as ordinarily used, the expressions, "Foreign Goods," and "British or Irish Goods," would refer to the *origin* of the goods. Differential dues, however, in respect of the origin of goods have been long discountenanced by Parliament, and were finally put an end to by "The Harbours and Passing Tolls, &c. Act, 1861."

Having regard to the heading of Schedule B., it is, perhaps, intended that the third and fourth columns of rates shall apply to goods exported respectively to "Foreign countries," and to "British Colonies, Plantations, or Settlements."

To rates on ships, or goods carried in ships, varying with the length or direction of the voyage, there would be no objection in principle: but differential dues in respect of the destination of goods being to a foreign country, or to a British possession, would be contrary to the present policy of this kingdom, and to Treaties with foreign nations.

My Lords observe that Schedule B. corresponds with one of the schedules of rates in the Act 7 Will. 4, c. 29, relating to Wyre Harbour. That Act, however, was passed before the general abolition of differential dues; and it would not in any case have been desirable for the sake of uniformity, merely, to adopt expressions which would be so inconvenient from their ambiguity (if they were not objectionable on grounds of policy) as "Foreign Goods" and "British or Irish Goods."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

(1). An Embankment and Dock on slob lands in Kirkscar Bay, on the western shore of the River Wyre, above Fleetwood;

(2). Deepening the bed of the River Wyre from Canshe Hole to the entrance of the proposed Dock.

Certain usual provisions for the protection of navigation, which are rendered necessary by the above-mentioned intended interferences with tidal waters, are not inserted in this Bill. The provisions referred to are contained in Sections 4 and 13, 16, 17, 18, and 19 of "The Railways Clauses Act, 1863," which should be incorporated with the Bill; and to give due effect to such incorporation, it should be stated in the Bill that the words "work" and "railway" in those sections of the General Act shall mean the Embankment and Docks, and works connected therewith authorised by this Bill.

Board of Trade.
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Fleetwood Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Millwall Canal, Wharfs, and Graving Docks Bill.

THIS Bill is to incorporate "The Millwall Canal Company," with a capital of 510,000 *l.* in 20 *l.* shares, and 170,000 *l.* by loan, for making— Objects.

A Canal across the Isle of Dogs, and basins, with entrances from the River Thames, at a point southward of Millwall Docks, and at a point northward of Cubitt Town Pier, and quay walls at the River Thames north and south of those entrances; also a Canal from the former to the southern side of the timber dock of the East and West India Dock Company, all in the parish of Poplar, to be completed within five years: with power to the Company to appropriate lands acquired by them, for wharfs, quays, shipbuilding and other yards, manufactories and other purposes requiring water frontage.

The new Company, and the East and West India Dock Company, are to be authorised to contract with respect to the making a connexion between their respective works, and the use of such connexion, and of the intended graving docks and other works.

The new Company are to be authorised to charge in respect of vessels using their canals, "reasonable tonnage rates," and in respect of goods using their works, such wharfage rates as are "usually demanded and taken at the docks in the Port of London."

Section 20. For the purposes of the proposed works it is intended to make alterations of the course and levels of certain important roads in the Isle of Dogs. It appears to be a question, however, whether the Bill contains due provisions for regulating such interferences with roads. Observations.

On this subject My Lords have received a communication from the Board of Works for the Poplar district, representing that the iron ship building trade and other large establishments in the Isle of Dogs, which use the present roads, and especially the East Ferry, the West Ferry, and the Manchester Roads, for the conveyance of heavy traffic, will be seriously inconvenienced if any alteration of these roads be made, which will have gradients exceeding one in 40.

The character and importance of the trade of the district in question appear to give much weight to its claims that there shall be no unnecessary diminution of its present facilities in conveyance.

Sections 22 and 23. As the 12th clause of "The Harbours, Docks, and Piers Clauses Act, 1847," which is incorporated with the Bill, would give the Board of Trade (who have now the jurisdiction in such matters, formerly belonging to the Admiralty), powers corresponding to those contained in these two clauses, Sections 22 and 23, might be properly omitted.

Sections

Sections 58-61. It would seem that these clauses would enable the Company to levy rates in respect of barges, lighters, and other craft engaged only in receiving or discharging goods from or into vessels within the Company's canals, &c.

In other docks within the Port of London such craft are exempt from payment of rates while so engaged; and it has been represented to the Board of Trade, on the part of "The Association for Promoting the Interests of the Traders of the Port of London," that there should be a similar exemption within the intended works of this new Company.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following works, viz.:—

The canal, or navigable cut, with entrance basins and quay walls at the River Thames, above-mentioned.

The proposed incorporation of "The Harbours, Docks, and Piers Clauses Act, 1847," and sections 24, 25, and 29 of the Bill appear to make due provision for the protection of navigation, so far as respects matters in which jurisdiction is usually given in special Acts to the Board of Trade.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Millwall Canal, Wharfs, and Graving Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—CCXLV.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Newcastle-upon-Tyne and Gateshead Gas Bill.

Interference with Tidal Waters.

INTERFERENCE with tidal waters is proposed by this scheme in the following instances, viz.:—

A Tunnel is to be carried under and across the River Tyne between the public quays at Newcastle-upon-Tyne and Gateshead, a short distance below the Tyne Bridge, at a depth of about 46 feet below the bed of the River;

A Railway, Tramway or Siding is to be made at Gateshead from a Branch of the North Eastern Railway to a point near the south shore of the River Tyne, at the termination of which the limits of deviation extend into the River.

Such interferences render necessary the incorporation in the Bill of the 17th Section of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863," and of a clause to explain that in the application of those provisions to the works authorised by the Bill the words "work" and "railway" shall include the tunnel and works connected therewith authorised by the Bill.

The Bill proposes to incorporate the first-mentioned Act only.

In Section 27 the words "subject to the provisions of this Act and of the Acts incorporated herewith," should be prefixed to the clause.

Board of Trade,
March 1864.

James Booth.

[*Newcastle-upon-Tyne and Gateshead Gas Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864:

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

North Devon and Somerset Railway Bill.

Objects.

THIS Bill is to incorporate "The Devon and Somerset Railway Company," with a capital of 650,000*l.* in 25*l.* shares, and 216,000*l.* by loan, for making the following Railways, viz.:—

No. 1. Length 42 miles, from a junction with the Bristol and Exeter Railway, at its junction with the West Somerset Railway, west of Taunton, passing by Milverton, Wiveliscombe, Bampton, Dulverton, and South Molton, to Barnstaple;

No. 2. Length 10 miles 59 chains, from the termination of No. 1, at Barnstaple, to Ilfracombe;

No. 3. Length 30½ chains, to connect No. 1 with the West Somerset Railway, near Taunton;

Nos. 4 and 5. Length 27 chains and 39½ chains, connecting No. 2 with the Harbour of Ilfracombe:

Such Railways to be of the broad or narrow gauge, or both, and to be completed within seven years.

The Company are to be authorised to contract with the Bristol and Exeter, the West Somerset, and the Great Western Railway Companies, with respect to the management and interchange of traffic.

Observations.

Sections 18 and 22. In these clauses, after "subject to the provisions of this Act," should be added, "and of the Acts incorporated herewith."

Sections 19 and 20. The periods usually allowed for the exercise of compulsory powers, and for completion of works, do not exceed *three* years and *five* years respectively.

Section 25. The proposed power to *stop up* all roads, &c., *permanently* is inconsistent with the 16th section of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament, which requires that roads, &c., which may be stopped up, shall be specified in the Bill.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.:—

Railway No. 5 skirts the south side of Ilfracombe Harbour, passing below high water-mark for a short distance, and its limits of deviation extend into the Harbour.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I., Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1864.

James Booth.

[*North Devon and Somerset Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Port Glasgow Harbour Bill.

Objects.

THIS Bill is to consolidate and amend the Acts relating to the Harbour of Port Glasgow.

It transfers the management of the Harbour from the members of the Corporation of Glasgow, and five persons connected with Port Glasgow, and five other persons connected with the trade and navigation of the River Clyde (who are the present Trustees) to the Corporation of Port Glasgow, in the first instance, and from December 1865, to the Lord Provost and Senior Bailie of Glasgow, the Provost and Magistrates and Town Councillors of Port Glasgow, and four persons to be elected by resident owners of vessels registered at Port Glasgow, and resident payers or agents of payers of rates leviable under the Port Acts, who are to be incorporated as "The Trustees of Port Glasgow Harbour."

The Trustees are to be authorised to borrow 60,000 *l.*, and to levy the Rates specified in the Schedules to the Bill; and the money borrowed and the other revenues of the Trustees are to be applied in payment of the existing preferable debt of the Trust, amounting to 5,500 *l.*, and a composition of five shillings in the pound on the postponed debt, amounting to 23,000 *l.* (which composition the postponed creditors are required by the Bill to accept), and in executing the purposes of the Bill.

The Bill defines the undertaking of the Trustees: among the purposes of which are to be the deepening the Harbour, the building such additional Piers or Quays as may to the Trustees appear expedient, the constructing (so far as not already done) the Wet Docks and other Works authorised by the existing Acts relating to the Port, with such further or subsidiary Works for the improvement of the Harbour as the Trustees may think expedient.

Observations.

Section 6. There is no apparent reason why the usual power to the Board of Trade to call upon the Port Authorities to keep the apparatus contemplated by "The Harbour, Docks, and Piers Clauses Act, 1847," should be limited to a Lifeboat, as in this clause, and not include a Tide and Weather Gauge.

Section 41. With respect to the proposed power to borrow 60,000 *l.* on the security of the Rates to be leviable under this Bill, it is to be observed that, pursuant to Section 7 of this Bill, the power of raising and expending that sum might, until December 1865, be exercised by the Corporation of Port Glasgow alone, without the presence in the governing body of the Harbour of any representatives of the Harbour Ratepayers.

Section 60. It may deserve consideration whether the seaward extent of the Harbour limits for the execution of works and levying of rates should not be further defined by the Bill.

Section 61 appears to be intended to renew all the powers given by the recited Acts of 12 and 41 Geo. 3, and 11 Geo. 4, of constructing works not already constructed, but does not limit, as is usual, the time within which such powers may be exercised.

The provisions in sections 65 and 66 for the protection of navigation by a local survey of works, and removal of works abandoned and disused, are restricted to works in or affecting "the waterway or navigable channel of the River Clyde," instead of extending to all works in tidal waters, as would be in accordance with section 64 of this Bill, and also with sections 18 and 19 of "The Railways Clauses Act, 1863."

Section 73. It appears to be a question whether the authorised works, which include any that the Trustees think expedient, are not so indefinite as that the commencement of the Sinking Fund may be indefinitely postponed.

Section 81. It is desirable, and would be in accordance with the practice of Parliament, to insert in the reservation of general Acts, after "goods carried in ships" the words "or to pilotage, or to lights, buoys and beacons, or the rights, powers, privileges, and jurisdiction of the General Lighthouse Authorities."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

> The construction of piers, quays, wet docks, and other works in the Harbour of Port Glasgow, and the deepening of the Harbour and of the River and Frith of Clyde opposite or adjacent to the Harbour.

The proposed works are authorised in general terms in the 61st Clause of the Bill, and some of them are referred to as having been authorised by previous Acts relating to the Harbour.

No plans of intended works have been deposited at the Board of Trade with reference to this Bill.

As regards the proposed power of interference with tidal waters, it appears to my Lords that due protection will be afforded to the interests of navigation within the jurisdiction of the Board of Trade by the provisions in Sections 64 of this Bill, and by those in Sections 65 & 66, if extended to "tidal waters," as above suggested in reference to those clauses.

Board of Trade,
March 1864.

James Booth.

[*Port Glasgow Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Tralee Canal Bill.

THIS Bill provides that, if the Commissioners of the Harbour of Tralee (called in the Bill "The Canal Commissioners") shall, on or before 31st December 1864, discharge the mortgage-debt due to the Public Works Loan Commissioners (who are mortgagees in possession), the Canal, Basin, Dock, Harbour, and other Works and Property of the Canal Commissioners shall be revested in them. Objects.

The Canal Commissioners are to be empowered to execute the new works, described below, to be completed within ten years; to reclaim and dispose of slob-lands; and to borrow on mortgage of their undertaking, and the tolls payable under their original Act of 9 George 4, c. 118, a sum of 13,000 *l.*, to be applied in discharge of the above mentioned debt, and for the construction of works.

Section 23 imposes a penalty on the master or owner of any vessel entering or leaving the Harbour without a pilot licensed by the Canal Commissioners. Observations.

At present it would seem that under the Act 9 George 4, c. 118, relating to Tralee Harbour, unlicensed persons who act as pilots in the Harbour are liable to penalties: but not if the vessel piloted be of less than 30 tons burthen. At the same time, there does not appear to be, at present, any restriction on the navigation of a vessel into or out of the Harbour by any of its own crew.

Section 23 would have the effect of making the employment of a licensed pilot compulsory in every case, without exception even of vessels under 30 tons.

The Select Committee of the House of Commons on Merchant Shipping (1860,) investigated the subject of compulsory pilotage, and reported generally against it. Their observations are as follows:—

> "As regards the main question of voluntary or compulsory pilotage, your Committee, after weighing most attentively all the arguments upon the subject, have arrived at the conclusion that a system of voluntary pilotage might be safely established in most parts of the Empire, due consideration being had to the interests of those parties who have invested capital on the faith that the compulsory system would be maintained. Your Committee have had the most convincing evidence, that where the system of voluntary pilotage prevails, the supply of pilots is more abundant, their efficiency is in no way inferior, and the rates generally lower than at any of the ports where compulsory pilotage is still in force. The arguments, therefore, which have been used in favour of the existing system, and the fears which have been expressed in regard to obtaining, at all times and under all circumstances, a sufficient supply of pilots, must give way to the facts which have been adduced in evidence. For instance, it appears that at Cork, where pilotage is voluntary, there are no less than 103 licensed pilots; whereas at Falmouth, where quite as many vessels call for orders, and where pilotage is compulsory, there are only 36 pilots, who appear to be less vigilant,

and who demand much higher rates for their services, although it is an open place, free from any danger."

In addition to this, it is to be observed, that the partial existence of compulsory pilotage in any district involves a serious anomaly. By the 388th sect. of "The Merchant Shipping Act, 1854," it is provided that—

> "No owner or master of any ship shall be answerable to any person whatever for any loss or damage occasioned by the fault or incapacity of any qualified pilot acting in charge of such ship within any district where the employment of such pilot is compulsory by law."

This proceeds upon the obvious principle that where the law compels a shipowner to employ a given person to conduct his ship, that person cannot be considered to be the servant of the owner, and the owner therefore cannot be considered responsible for what he does. But this exemption from liability does not extend to a case where the owner, without being compelled to do so, employs a pilot. Consequently, supposing that a ship which is by law compelled to employ a pilot comes into collision with a ship which is not so compelled, the owner of the latter ship will be responsible for damage, whilst the former will not be so responsible. And this will be the case even though both ships are at the time of collision actually employing pilots. For instance, if a vessel under 30 tons, which, under the Act of 9 Geo. 4, would, in Tralee Harbour, be exempt from compulsory pilotage, whether employing a pilot or not, were to come into collision with a vessel of larger tonnage, the owner of the smaller vessel, if in fault, would, even though he employed a pilot, have to pay damages, whilst the owner of the larger vessel, if she were in fault, would not. So, if the captain of a vessel has, by obtaining a certificate that he is able to pilot his own vessel, procured her exemption from compulsory pilotage, under the 340th sect. of the Merchant Shipping Act, he may by that course, which it was the obvious policy of the Act to encourage, have made his owners liable in damages when they would not otherwise be so.

Under these circumstances, my Lords feel it their duty to call attention to the point, as the principle in the Bill is directly at variance with that of the Report of the Shipping Committee.

The Bill does not contain the usual reservations of general Acts, &c., which in this case might be to the following effect, viz. :—

> "Nothing in this Act contained shall be deemed to exempt the Harbour, or the works of the Canal Commissioners in the River or Harbour, from the provisions of the Merchant Shipping Act, 1854, or of the Merchant Shipping Act Amendment Act, 1855, or of any general Act relating to harbours, or to dues on shipping or goods carried in ships, or to pilotage, or to lights, buoys, and beacons, and the rights and privileges of the general lighthouse authorities now in force, or which shall be passed during the present or any future Session of Parliament, or from any revision or alteration, under the authority of Parliament, of any of the tolls, rates, dues, or duties authorised by any Act relating to the said Harbour."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz :—

An embankment, sea wall, or pier, from the south shore of the estuary of the river Lee, half a mile westward of Blennerville Bridge, running in a northerly direction nearly across the estuary, thence for about half a mile in a westerly direction into Tralee Bay.

A similar embankment from the northern side of the entrance to the canal, running into Tralee Bay for about half a mile, parallel to and about 50 yards northward of the former embankment.

Deepening of the Tralee Canal from the lock seaward, and of the new channel to the seaward end of the new sea walls.

Diversion of the River Lee into the new channel.

The

The above-mentioned embankments will impede, and at times cut off access for boats between the Bay and Blennerville Quay.

In respect of such of the proposed works as may be sanctioned, it would be in accordance with the practice of Parliament to insert in the Bill provisions for the protection of navigation, by lights, by survey, and by removal of disused works, such as are contained in sections 13, 18, and 19, of "The Railways Clauses Act, 1863."

Board of Trade,
March 1864.

James Booth.

[*Tralee Canal Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Victoria (London) Docks Bill.

BY this Bill it is proposed that the Victoria (London) Dock Company, who are stated to have been authorised to raise 1,599,000 *l.*, and to have raised 857,318 *l.* by capital, and 172,480 *l.* by debentures, and who have leased their Docks and divers of their powers and privileges to Sir S. M. Peto, Baronet, and Messrs. Betts and Brassey, for 21 years from 1st January 1855, shall be authorised at any time, with the assent of those Dock Lessees,— Objects.

To contract with the London Dock Company, and the Saint Katherine Dock Company, and the Great Eastern Railway Company, and any Joint Stock Company or Companies, and the Dock Lessees, with respect to the management, working, and user by the contracting Companies or any of them, of the docks, works, and property of any other or others of them, and the exercise of powers relating to the premises:

To make a lease, or sale, or amalgamation of all or any part of the Company's undertaking to, or with the undertaking of, any of the other parties, including, if so arranged, a surrender of the existing lease by the Dock Lessees.

For any such purpose, the Company, and any of the other parties being Companies, are to be authorised by the creation and issue of new shares or stock, ordinary or preferential, or by borrowing on mortgage, to raise such monies as they find requisite, and to create and issue any shares, stocks, annuities, rent-charges, or securities, which they find requisite.

Section 2. It seems to be a question whether there is any proper ground in the proposed provisions of this Bill for the incorporation of "The Lands Clauses Acts," or of "The Harbours, Docks and Piers Clauses Act." Such incorporation might give rise to questions whether powers which have expired, or may be about to expire, are not thereby renewed. Observations.

Section 6. By the terms of this Clause, it would seem that, amongst other things, the Great Eastern Railway Company would become empowered to contract for the management, working, and user, if the Victoria (London) Dock Company concur in the contract, not only of that Company's Docks, but also of the London Docks and the Saint Katherine Docks, and of the undertakings of any number of Joint Stock Companies, including, perhaps, all those which are incorporated for any purposes whatever by special Acts incorporating "The Companies Clauses Consolidation Act, 1845."

In this instance and in others, the provisions of the Bill appear not only to go beyond the objects indicated by its title, but to have a scope greater than the practice of Parliament would sanction for a private Bill of this kind.

It is to be observed also that the Bill purports to enable any Joint Stock Company, incorporated for any purpose, however restricted, to contract for the management, &c., of the several docks above mentioned, and that although by "The Companies Act, 1862," the shareholders in companies regulated by that Act are precluded from altering the purposes of their incorporation specified in their articles of association.

Section 12. The indefinite power in this clause of creating additional ordinary or preferential capital, and of borrowing money, without limitation of amount, and as regards borrowing without the other usual conditions, appear to be inconsistent with the practice of Parliament.

Section 17. The provision in this clause, authorising persons holding shares in the Company as trustees to accept any shares in any Company, not designated in the Bill, who may become lessees or purchasers of the Company's undertaking, seems to be unusual, and questionable in policy.

Section 20. The proviso that the acquiring parties shall not be bound to sell any land forming part of the Victoria Dock and premises until the expiration of ten years after the time of the sale and transfer, or the amalgamation, might have the effect of giving, by implication, power to the Company to hold superfluous land for an indefinite time.

Board of Trade,
March 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

Victoria (London) Docks Bill.

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—CCL.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Wandsworth and Fulham Bridge Bill.

Objects. BY this Bill it is proposed to incorporate "The Wandsworth and Fulham Bridge Company," with a capital of 70,000 *l* in 10 *l.* shares, and 35,000 *l* by loan, for making the Bridge, described below; also three roads to connect the southern end of the Bridge with the Wandsworth Road, and its northern end with the Peterborough Road eastward, and the King's road westward: such works to be completed within five years.

Observations. Section 42. This Bill does not contain the usual provision, enabling the Board of Trade to order a local survey to be made at any time of the works affecting tidal waters; and it is to be observed, that in the case of works affecting the tidal waters of the River Thames, it is usual to give to the Board of Trade, as well as to the Conservators of the River, the power to remove abandoned or disused works, which is contained in Section 42.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.:—

A Suspension Bridge across the River Thames from a point on the south shore, 280 feet north-east of Wandsworth Pier, to Fulham meadows on the north; such Bridge to have three spans, and the headway in the centre to be not less than 20 feet, and the soffit at the abutments not less than 6 feet, above Trinity high-water mark.

Such interference renders necessary the provisions contained in Section 38 of this Bill, and the further provisions above-mentioned.

Board of Trade,
March 1864. *James Booth.*

[*Wandsworth and Fulham Bridge Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Waterford and Wexford Railway and Rosslare Harbour Bill.

THIS Bill is to incorporate "The Waterford and Wexford Railway Company," with a capital of 330,000 *l.*, in 10 *l.* shares, and 110,000 *l.* by loan, for making— Objects.

A Railway, length 29 miles 22 chains, from a point on the beach of the River Suir, at Ballyhack, opposite to Passage, thence eastward by the head of Bannow Bay to Killian, then northward to a junction near and at the north of Wexford, with the authorised extension to Wexford of the Dublin, Wicklow, and Wexford Railway;

A Branch Railway, length 5 miles 49 chains, from the former intended Railway at Killian to South Bay, otherwise Greenore Bay, in the southern part of Wexford Bay, near Greenore Point;

A pier and breakwater in Greenore Bay, described below.

Such works to be completed within five years.

The Company are to be authorised to contract with the Dublin, Wicklow, and Wexford, and the Waterford and Passage Railway Companies, or either of them, with respect to the working, use, and traffic of the intended Railways.

Section 4. To give due effect to the provisions for "protection of navigation," in Part I. of the "Railways Clauses Act, 1863," it should be added to the interpretation of terms in this clause, that in Sections 13, 18, and 19 of "The Railways Clauses Act, 1863," the expression "work" shall mean "the Railway and Branch Railway, and also the Pier and Breakwater, and works connected therewith respectively." Observations.

Section 29. After "Subject to the provisions of this Act," should be added, "and of the Acts incorporated herewith."

Section 36. Having regard to the four miles, "short distance," *six* miles is perhaps a mistake for *four* miles, in the second paragraph of this clause.

Section 49 authorises the Company to license pilots, to have exclusive right to act as pilots within the limits of the intended harbour.

If this power be given, it may deserve consideration whether the Bill should not declare the Company a pilotage authority, within the provisions of "The Merchant Shipping Act, 1854;" and also that the employment of a licensed pilot shall not be compulsory on persons desirous of navigating their vessels without a pilot.

It would be in accordance with the practice of Parliament to add a clause to this Bill, to the effect "that nothing herein contained shall exempt the pier or harbour from the provisions of "The Merchant Shipping Act, 1854," or of any general Act relating to shipping, or to goods carried in ships, or to pilotage, or to lights, buoys, and beacons, or to the rights, powers, privileges, and jurisdiction of the general lighthouse authorities, now in force, or which may hereafter pass during this or any future Session of Parliament, or from any future revision and alteration under the authority of Parliament of the pier and harbour rates authorised bythis Act."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:

The Railway for the first quarter of a mile runs below high-water mark of the eastern side of Waterford Harbour, with limits of deviation extending still further seaward. About $10\frac{1}{4}$ miles from its commencement it crosses the upper end of Bannow Bay by six arches, each 20 feet span and 15 feet headway over high water at neap tide. At $28\frac{3}{4}$ miles it crosses a bight of the River Slaney, near Wexford;

(2). The Branch Railway terminates on the landward end of the pier next described;

(3). A Pier, 820 yards in length, to be constructed in South, or Greenore Bay, in the southern part of Wexford Bay;

(4). A Breakwater, 500 yards in length, lying to the north-east of the pier above described.

Such interferences render necessary the incorporation in the Bill of the "Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Part I. (Construction of Railways) of "The Railways Clauses Act, 1863,"

The Bill proposes to incorporate these enactments.

See Observations above under Section 4.

Board of Trade, March 1864. *James Booth.*

RAILWAY AND CANAL, &c. BILLS.

[*Waterford and Wexford Railway and Rosslare Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed, 5 February* 1864.

19—CCLII.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Bristol Central Station and Railways Bill.

THIS Bill is to incorporate "The Bristol Central Station and Railways Company," with a capital of 500,000 *l.* in 10 *l.* shares, and 165,000 *l.* by loan, for making the following works, viz:— Objects.

Railway No. 1, length 1 mile 10 chains, from a point at St. Augustine's Parade, near and at the south of the Drawbridge, passing along the Floating Harbour, north of the Drawbridge, then eastward, under Broad-street, Union-street, Old Market-street, and the eastern end of Jacob-street, to a junction with the Goods Branch of the Midland Railway, near and at the east of Lear's-lane;

Railway No. 2, length 38¼ chains, from a junction with No. 1 at the south side of Old Market-street, to a junction with the Great Western Railway near and at the east of the Kingsland Road;

Railway No. 3, length 2 miles 30¾ chains, from a junction with No. 1, at its commencement at St. Augustine's Parade, passing southward and then south westward, across Canon's Marsh, crossing under the Floating Harbour and the new cut of the River Avon, near and at the east of Cumberland-terrace, and passing at the west of Bedminster to a junction with the Bristol and Exeter Railway, at about three miles from its Bristol terminus;

Railway and Tramway No. 4, length 52½ chains, from a junction with No. 3, at the Butts, passing westward, to the north side of the Floating Harbour, at the Hotwell Road, and terminating at Mardyke Quay:

Railway No. 5, length 55¼ chains, from a junction with No. 3, westward to a junction with the authorised line of the Bristol and Portishead Railway, near and at the south of the Bedminster and Long Ashton Road:

Such Railways and Tramway to be of the broad, or the narrow, or the mixed gauge, and to be completed within five years.

The Bill enables the Company to acquire the portion of the Floating Harbour north of a line near and at the south of the Drawbridge for station purposes; and to arrange with the Corporation of Bristol as to the construction of the Railway, No. 3, which is to cross under the Floating Harbour and the River Avon.

The new Company are to be authorised to contract with the Midland, the Great Western, the Bristol and Exeter, the Bristol and South Wales Union, and the Bristol and North Somerset Railway Companies, and the Bristol and Portishead Pier and Railway Company, or any of them, with respect to the working and traffic of the intended Railways and Tramway, and the construction, working, and management for their joint or separate use of a passenger station, at the commencement of Railway No. 1.

The new Company, on the one part, and the six other Companies on the other part, are to facilitate the transmission of traffic to and from each other's lines by through booking, through carriages, station accommodation, and otherwise.

Observations.

Section 21. The proposed power to *stop up* roads, &c., *permanently*, appears to be inconsistent with the 16th Section of the "Railways Clauses Consolidation Act, 1845," and with the practice of Parliament, which requires that roads, &c., which may be stopped up, shall be specified in the Bill.

Section 19. With respect to No. 4, the proposed "Railway and Tramway," it is to be observed that the Bill does not define what portion will be "Tramway," so as to be within the provisions of Sections 22–33 of this Bill.

Section 22 authorises the Company, for the purposes of the proposed Tramway to use any street, road, &c. shown on the deposited plans; Section 23 would enable the Company, with the concurrence of the Corporation of Bristol, to select any other line for the Tramway; and Section 26 provides that the Company may use such mode of propulsion on the Tramway as the Corporation may authorise.

It is the practice of Parliament, when authority is given to Railway Companies to lay Tramways on streets, roads, quays, or other public highways, either to prohibit the use of steam and atmospheric traction thereon, or to subject the use of such power to special restrictions with a view to the public safety, in the Act authorising the making of the Tramway.

In the corresponding provision relating to the construction and use of Tramways at Bristol, in "The Bristol and North Somerset Railway Act, 1863" (c. 168, s. 27), the use of locomotive steam-engines was prohibited.

Section 56 purports to enable the Company and the Corporation of Bristol to "enter into *and carry into effect* agreements and arrangements with respect to the construction of Railway No. 3," &c.

Interference with the Floating Harbour would not be, but interference with the tidal waters of the River Avon in the construction and maintenance of Railway No. 3 would be a matter within the jurisdiction of the Board of Trade, under the 17th section of "The Railways Clauses Consolidation Act," 1845 (as amended by the Harbours Transfer, &c. Act, 1862,") and under Sections 13–19 of "The Railways Clauses Act, 1863."

It would, therefore, be desirable to obviate doubt as to such jurisdiction being reserved to the Board of Trade, which might be done by prefixing to Section 56, such words as "subject to the provisions for the protection of navigation in 'The Railways Clauses Consolidation Act, 1845,' and in Part I. of 'The Railways Clauses Act, 1863.'"

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.:—

> Railway No. 3 passes under the bed of the River Avon by a tunnel 4¼ furlongs from its commencement.

The intended minimum depth of the top of the crown of the tunnel under the bed of the river, does not appear by the deposited section. It would be undesirable to permit the tunnel to be so constructed as to prevent future deepening of the River Avon at that point.

The proposed interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
April 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Bristol Central Station and Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

19—CCLXIII.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Bristol Port and Channel Docks Bill.

Objects.

BY this Bill it is proposed to incorporate "The Bristol Port and Channel Dock Company," with a capital of 295,000 *l.* in 20 *l.* shares, and 98,300 *l.* by loan, for making the Dock and Embankment at the mouth of the River Avon, on the Gloucestershire side, more particularly described below; and a Tramway, length 54 chains, to connect the intended Dock with the line of the Bristol Port Railway, authorised in 1862; to be completed within seven years: and with power to alter the channel of the River Avon at the intended works.

The Bill exempts the new Company from the obligation to obtain the consent of the Corporation of Bristol, as conservators of the River Avon. On the other hand, it provides that, in respect of sailing vessels not exceeding 1,200 tons register, and steamers not exceeding 800 tons register, entering the Docks, and in respect of goods imported into the Dock from foreign parts, certain rates shall be payable to the Corporation of Bristol, in full of all dues that might be leviable by them in respect of vessels or goods using the Dock.

The new Company are to be authorised to contract with the Bristol Port Railway and Pier Company, and the Bristol and Exeter, the Bristol and South Wales Union, the Great Western, and the Midland Railway Companies, and the Corporation of Bristol, or any of them, with respect to the leasing and use of any of the Company's wharfs and other works; the erection of works at the Dock by the other contracting parties; the use by the Company of the railways, piers, and works of the other parties; and the interchange of traffic.

The Bill authorises the Bristol Port Railway and Pier Company to subscribe for 50,000 *l.* in the capital of the new Company; and to raise that amount by new ordinary or preference shares in their own undertaking, or as to 16,600 *l.* part thereof, by mortgage; and it authorises the Corporation of Bristol to subscribe for 100,000 *l.* in the capital of the new Company, and to raise that amount out of their existing funds or by loan; and to take shares, mortgages, or rentcharges of the new Company, as compensation for the interest of the Corporation in any lands required for the intended undertaking.

The Bill further provides that the Corporation of Bristol may, if authorized by Parliament, purchase the intended undertaking, on certain conditions, at any time within ten years, but not afterwards without the consent of the Company.

Observations.

Section 44. As regards this provision for the payment of rates to the Corporation of Bristol in respect of certain vessels and goods using the proposed new Docks, reference may be made to the Reports of the Board of Trade on the *Bristol Docks* and *Bristol Port and Channel Docks* Bills, introduced in the Session of 1863, in which the history of the Bristol Dock Rates is fully given. The proposed rates to be paid by the trade which uses the new Docks to the owners of the old Docks is a tax levied by one undertaking upon its rival. Though these may be paid willingly at present, in order to avoid opposition, the payment may be expected, as the trade of the new Docks increases, to lead to the same kind of disputes which have caused so much trouble and litigation on the Mersey; and it may be a matter of consideration whether provision cannot now be made for prospectively putting an end to the tax, either at the expiration of a given time, or on payment of some adequate consideration.

Sections 46–49. These clauses, respecting lien for freight or goods landed, would be properly omitted, in order to obviate doubt as to the applicability of the general law on the same subject, contained in Sections 68–77 of "The Merchant Shipping Acts Amendment Act, 1862."

Sections 59 and 60. The proposed powers to the Bristol Port Railway and Pier Company (whose own railway is not completed) to raise money for a subscription by preferential capital and by mortgage, seem to be at variance with the practice of Parliament.

Section 67. The grounds on which it is proposed that the Company's powers of borrowing shall not be reduced (in accordance with the general law) in respect of any rentcharges which they may grant to the Corporation of Bristol, appear to require explanation.

Section 69. It would be in accordance with the practice of Parliament to insert in the reservation of general Acts, after "dues on shipping," the words, "or on goods carried in ships, or to pilotage, or to lights, buoys, and beacons, or the rights, powers, privileges, or jurisdiction of the general lighthouse authorities."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

> The dock or basin on the north side, and near the mouth of the River Avon, and an embankment along the south side of the Dock, and along the shore to the present Landing Slip, opposite Dum Ball Island; and the alteration and improvement of the channel of the River Avon near the Dock and works.

The proposed incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," together with Sections 23—27 of this Bill appear to make due provision for the protection of navigation, in respect of the above-mentioned interferences with tidal waters.

Board of Trade,
April 1864.

James Booth.

[*Bristol Port and Channel Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Bristol Port Extension Railway Bill.

By this Bill it is proposed to incorporate "The Bristol Port Extension Railway Company" with a capital of 480,000 *l.* in 20 *l.* shares, and 160,000 *l.* by loan, for making the following Railways, viz:— Objects.

Nos. 1, 2, and 3, of an aggregate length of 2 miles 44¾ chains, from a junction with the authorised line of the Bristol Port Railway, near the eastern pier of the Clifton Suspension Bridge, passing at the north-east of Hotwells, and north of Hotwell Road, under the southern part of Brandon Hill, across the River Froome, at Queen-street, over Nelson-street, under Union-street and St. Peter-street, along the north-eastern side of the Floating Harbour from Castle Moat to the Glass Works, then twice across the Floating Harbour, to a junction with the Great Western Railway between its bridges over Avon-street and over the Floating Harbour;

No. 4, length 55¼ chains, from a junction with No. 3, at Castle Moat, westward and then southward along a part of the Floating Harbour and the Back, and then westward along the Grove to its junction with Prince's-street;

No. 5, length 44¾ chains, from a junction with No. 2 near, and at the west of Park-street, southward to the Floating Harbour, and then eastward along its northern bank to Liverpool Wharf;

No. 6, length 36½ chains, from a junction with No. 5, along the northern bank of the Floating Harbour to Mardyke Wharf, at Hotwell Road;

No. 7, length 17¾ chains, from No. 3, near its intended junction with the Great Western Railway to a junction with the Floating Harbour branch of the Midland Railway;

Such railways may be on the mixed gauge, and are to be completed within seven years.

The new Company are to be authorised—

To contract with the Bristol Port Railway and Pier Company (called in the Bill the Port Company) and the Great Western, the Midland, and the Bristol and

Exeter Railway Companies, or any of them, with respect to the construction, ownership, use, and working of their respective Railways and works, the transmission of traffic, and the construction and appropriation of stations:

To contract with the Corporation of Bristol, or with the Corporation and the four other Companies, or any of them, with respect to the appropriation and use for the purposes of the intended undertaking, of any existing or intended docks, tramways, quays, streets, roads, and bridges.

The Bill authorises the Port Company to subscribe for 50,000 *l.* in the capital of the new Company, and to raise that amount by new, ordinary, or preference Shares, or stock in their own undertaking, or as to 16,600 *l.*, part thereof by mortgage; and it authorises the Corporation of Bristol to take shares, mortgages, or rentcharges of the new Company, as compensation for their interest in any lands required for the intended undertaking.

Observations.

Sections 19 and 20. With respect to the proposed periods of *five* years and *seven* years for compulsory purchase, and for completion of works, it is to be observed that the periods usually allowed for those purposes respectively do not exceed *three* years and *five* years.

Section 35. The proposed power to the new Company to contract with other Companies, with respect to the *construction* and *ownership* of the Railways and works of any of the contracting Companies, seems to go beyond the purposes for which agreements are usually sanctioned in Railway Acts.

It would seem to be desirable that it should appear more distinctly in this Bill, whether all agreements to be entered into under Section 35, are to be subject to the provisions of Part Three (Working Agreements) of "The Railways Clauses Act, 1863," or some only of such agreements, and for what purposes.

Sections 37 and 38. The proposed powers to the Port Company, whose own Railway is not completed, to raise money for a subscription to the new undertaking, by preferential capital and by mortgage, seem to be at variance with the practice of Parliament.

Section 44. The grounds on which it is proposed that the Company's powers of borrowing shall not be reduced in accordance with the general law, in respect of any rentcharges which they may grant to the Corporation of Bristol, appear to require explanation.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

> Railway No. 1, for about the first furlong, skirts the north side of the River Avon; its limits of deviation extend into the river; and it is proposed within the limits to narrow the river for a portion of the above distance.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
April 1864.

James Booth.

[*Bristol Port Extension Railways.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of SESSION 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Dublin Grand Junction Railway Bill.

THIS Bill is to incorporate "The Dublin Grand Junction Railway Company," with a capital of 350,000 *l.* in 10 *l.* shares, and 116,600 *l.* by loan, for making the following Railways, viz.: Objects.

No. 1, length 4 miles 50½ chains, from a junction with the Dublin and Kingstown Railway at the Circular Road, near Beggarsbush Barracks, passing south westward along and under the road at the south side of the Grand Canal, then under that canal, north westward, by the south west corner of Portobello Gardens, between the King's Bridge Goods Depôt and terminus of the Great Southern and Western Railway, then northward over the River Liffey, at the west of the Phœnix Iron Works, to a junction with the Midland Great Western Railway at the Cabra Road;

No. 2, length 49½ chains, from a junction with No. 1 at McKenna Bridge, north eastward to the west side of the River Dodder at Ringsend Bridge;

No. 3, length 24¼ chains, to connect No. 1 near Eustace Bridge on the Grand Canal, southward with the Dublin, Wicklow, and Wexford Railway;

Nos. 4 and 5, lengths 33 chains and 23 chains, to connect No. 1 near Kings Bridge, north westward and south westward with the Great Southern and Western Railway;

No. 6, length 24 chains, to connect No. 1 south eastward with the Midland Great Western Railway, near its Broadstone Terminus;

No. 7, length 1 mile, from a junction with No. 1, near and at the west of the main line of the Midland Great Western Railway, to a junction with the Liffey Branch of that Railway, near and at the east of Binn's Bridge over the Royal Canal;

No. 8, length 31 chains, to connect the Liffey Branch of the Midland Great Western Railway at North Strand, north eastward with the Dublin and Drogheda Railway;

To be completed within five years.

The Company are to be authorized—

To run over the Dublin and Kingstown Railway, between the intended junction of No. 1 therewith, and its Westland Row Station; over the Dublin, Wicklow, and Wexford Railway, between the intended junction of No. 3 therewith, and its Harcourt-street Station; over the Great Southern and Western Railway, between the intended junction of No. 4 therewith, and its King's Bridge Station; over the Midland Great Western of Ireland Railway, between the junction of its Liffey Branch with the Main Line and its Broadstone Station; and over the Liffey Branch; and to use the several stations above mentioned;

To contract with the Great Southern and Western, the Dublin and Kingstown, the Dublin, Wicklow, and Wexford, and the Dublin and Drogheda Railway Companies, and the Midland Great Western Railway (of Ireland,) Company, or any of them, with respect to the use, working, and traffic of the intended Railways.

Observations.

Section 2. "The Railways Act (Ireland), 1851," is omitted to be incorporated. Part III. (not Part II.) of "The Railways Clauses Act, 1863," relates to working agreements.

Section 24. After "Subject to the provisions of this Act," should be added, "and of the Acts, and Parts of Acts, incorporated herewith."

Section 33. The quantity of luggage now usually allowed in Railway Acts to first-class passengers, is not less than 120 lbs.

Section 36. The extra charges for loading, &c. are not limited to such services at any "terminal station," as the practice of Parliament requires.

Section 40. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway Bills of this Session, page 19.

With respect to the proposed provision at the end of this clause, that differences as to the terms of the user of certain Railways shall be settled by the Board of Trade, it would be more in accordance with the practice of Parliament, and also desirable in the public interest, to provide that such differences shall be settled "by an arbitrator to be appointed by the Board of Trade."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Railway No. 1 crosses the River Liffey above King's Bridge, by a viaduct of one span of 170 feet, and 40 feet high:

Railway No. 2 terminates on the western bank of the River Dodder, near the Grand Canal Dock.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade, April 1864. *James Booth.*

RAILWAY AND CANAL, &c. BILLS.

[*Dublin Grand Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CCLVI.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Dublin Metropolitan Railway Bill.

THIS Bill is to incorporate "The Dublin Metropolitan Railway Company," with a capital of 750,000*l.* in 10*l.* shares, and 249,000*l.* by loan, for making the following Railways, viz.:— Objects.

No. 1, length 2 miles 19½ chains, from a double junction with the Great Southern and Western Railway, at the eastern end of its Kingsbridge Terminus, passing south-westward to James Street, then eastward along and under Thomas Street, by the south of Christchurch, and the north of Castle Street and Fleet Street, across and under Westmoreland Street, by the south of Townsend Street, over Great Brunswick Street, to a junction with the Dublin and Kingstown Railway at Erne Street;

No. 2, length 72 chains, from a junction with No. 1, near and at the east of Francis Street, passing northward over the River Liffey near and at the west of Whitworth Bridge, and by the west of Church Street and of the Broadstone Terminus, to a junction with the Midland Great Western Railway (of Ireland), near and at the north of that Terminus;

No. 3, length 18½ chains, to connect No. 1, at Thomas Street, north-eastward with No. 2;

No. 4, length 68 chains, from No. 1, at the north-western corner of Castle Street, south-westward, and then southward, by the east of St. Patrick's Cathedral, to a junction with the Dublin, Wicklow, and Wexford Railway, at the northern end of its Harcourt Street Terminus;

No. 5, length 12 chains, to connect No. 1, at Back Lane, south-eastward with No. 4.

No. 6, length 29½ chains, to be a junction curve from the Main Line of the Midland Great Western Railway, near Faussagh Lane, northward, and then eastward under the Royal Canal to the Liffey Branch of that Railway at the Sixth Lock;

Nos. 7 and 8, lengths 15¼ chains and 17 chains, to be junction curves to connect the Dublin and Drogheda Railway, at the north-east of the Royal Canal, westward and southward respectively, with the Liffey Branch of the Midland Great Western Railway;

Five Tramways, of an aggregate length of 2 miles 2½ chains, to be called respectively "South Quay Tramway" (which will pass along City Quay and Sir John Rogerson's Quay), "Grand Canal Dock Tramway" (which will be connected at its western extremity with Railway No. 1 at Shaw Street, and will pass along Hanover Street and Hanover Quay), "Creighton Street Tramway," "Cardiff Lane Tramway," and "Forbes Street Tramway;"

And a Central Station in the parish of Saint Andrew, between Aston's Quay, Crampton Quay, Wellington Quay, and Essex Street on the north, and Cope Street and Dame Street on the south :

Such works to be completed within five years.

The Company are to be authorised :—

To run over the Main Line of the Midland Great Western (of Ireland) Railway, between its Broadstone Terminus and its junction with the Liffey Branch, and over the whole of the Liffey Branch of that Railway to its Terminus at the North Wall ;

To contract with the Midland Great Western Railway (of Ireland) Company, and the Great Southern and Western, the Dublin and Kingstown, the Dublin, Wicklow, and Wexford, the Dublin and Meath, and the Dublin and Drogheda Railway Companies, or any of them, with respect to the use and working of the intended Railways, Tramways, and Central and other Stations, and the conveyance of traffic.

Observations.

Section 24. The Bill does not contain the usual prohibition of the use of steam and atmospheric traction on the intended Tramways.

Sections 28 and 45. It would be more in accordance with the practice of Parliament, and also desirable in the public interest, that the references contemplated in these two clauses should be settled, not by the Board of Trade, but by an arbitrator to be appointed by the Board of Trade.

Section 45. See observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session (page 19).

Section 47. It would be desirable that it should appear distinctly in this Bill, whether the third-class trains which the Board of Trade may require to be run, under this clause, will be additional to those which the Company will be obliged to run under the Act 7 and 8 Vict., c. 85, s. 6.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1 crosses the River Liffey, between Usher's Quay and Arran Quay, by a bridge of two arches, each of 55 feet span and 21 feet in height.

Tramway No. 9 runs along the City Quay and Sir John Rogerson's Quay, on the north side of the Liffey.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway" of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

On the subject of Tramways on parts of the Eastern Quays of the River Liffey, proposed in this Bill, and in some of the other Bills of this Session for Railways at Dublin, my Lords have received a communication from the Dublin Ballast Board (the Corporation for preserving and improving the Port of Dublin), from which it appears to be the view of that Board that, having regard to the width of the Shipping Quays, which is scarcely sufficient for the present traffic, it will be necessary, if Tramways are to be laid down on the Quays, that in order to render them a public convenience, and to their being constructed so as to be capable of future extension, not merely having reference to the wants of a particular Company,—

(1.) The Tramways should be public, and therefore made and maintained by the Ballast Board (to whom the Quays appertain, as Conservators of the Port of Dublin) ; and

(2.) Some special Harbour Rules bearing on the subject should be made and enforced,

enforced, in order that the traffic of the Tramways and the general traffic of the Quays may be so ordered as to interfere as little as possible with one another.

Reference may, perhaps, be usefully made to Sections 24—34 of "The Bristol and North Somerset Railway Act, 1863," (c. 168), which contain provisions for the construction, maintenance, and use of Tramways, under the control of City authorities.

Board of Trade,
April 1864.

James Booth.

[*Dublin Metropolitan Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Dublin Railway Bill.

THIS Bill is to incorporate "The Dublin Railway Company" with a capital of 650,000 *l.* in 10 *l.* shares, and 216,600 *l.* by loan, for making the following Railways and Tramway; viz.:— Objects.

No. 1, length 54 chains, from a junction with the Dublin and Drogheda Railway, near and at the south of the East Wall, passing westward to a junction with the Liffey Branch of the Midland Great Western Railway, between Clarke Bridge and Clonliffe Bridge, over the Royal Canal.

No. 2, length 68 chains, from a junction with the Liffey Branch at the west of Binn's Bridge, passing westward and southward to a point at Dominick-street, New, where it is to join No. 3.

No. 3, length 1 mile 14 chains, from a junction with the Midland Great Western Railway, near and at the north of its Broadstone Terminus, southwestward, and then southward, by the west of Capel-street, over the River Liffey, between Richmond and Essex Bridges, and then eastward to a point at Fownes-street, between Wellington Quay and Dame-street.

No. 4, length 1 mile 49½ chains, from a junction with the Great Southern and Western Railway, passing eastward by the south of the King's Bridge Terminus, under and along part of James-street, Thomas-street, and Christchurch-place, to a junction with No. 3 at Parliament-street.

No. 5, length 65¾ chains, from a junction with the Dublin, Wicklow, and Wexford Railway, at the north of its Harcourt-street Station, passing north westward to near the eastern end of St. Patrick's Cathedral, then northward to a junction with No. 4, near the eastern end of Christchurch.

No. 6, length 1 mile 36 chains, from a junction with the Dublin and Kingstown Railway, at Beggarsbush to Macartney Bridge, then along the south side of the Grand Canal, and over the canal, between Eustace Bridge and Charlemont Bridge, to a junction with the Dublin, Wicklow, and Wexford Railway, at the south of the Circular Road.

No. 7, length 16½ chains, a junction curve from No. 6, to the Dublin and Kingstown Railway at Beggarsbush.

No. 8, length 35 chains, from a junction with the Dublin and Kingstown Railway, near and at the west of the Grand Canal Dock, to Sir John Rogerson's Quay, near and at the west of Cardiff's-lane.

No. 9, a Tramway, length 40 chains, along the City Quay and Sir John Rogerson's Quay, from near Peterson's-lane to Forbes-street.

No. 10, length 9 chains, a junction curve from No. 3 to No. 4, between Essex Quay and Christchurch.

No. 11, length 15¼ chains, a junction curve from No. 4 to No. 5, at the east of Back-lane.

No. 12, length 40 chains, from a junction with the Dublin, Wicklow, and Wexford Railway at Cullenswood, eastward to a point near Rathmines-road.

To be completed within five years.

This Bill includes power for the Company to take a large space of ground, abutting in parts on Parliament-street, Crampton Quay, and Dame-street.

The Company are to be authorised—

To run over, on such terms as may be agreed upon between the Companies, the portion of the Liffey Branch of the Midland Great Western Railway (of Ireland), between the intended junction of No. 2 therewith and its North Wall Terminus; the portion of the Dublin, Wicklow and Wexford Railway between the intended junction therewith of No. 12 and the Harcourt-street Terminus; and the portion of the Dublin and Kingstown Railway between the intended junctions therewith of Nos. 6 and 8:

To contract with the Midland Great Western Railway (of Ireland) Company, and the Dublin and Drogheda, the Great Southern and Western, the Dublin, Wicklow and Wexford, the Dublin and Kingstown, the Dublin and Meath, and the London and North Western Railway Companies, and the City of Dublin Steam Packet Company, or any of them, with respect to the making, working, and using of the intended Railway and works, and the interchange of traffic:

To contract with the Corporation of Dublin, and the Dublin Ballast Board, or either of them, with reference to the construction, use and management of the intended Tramway.

Observations.

Sections 19 and 22. It would be in accordance with the practice of Parliament to prefix to these clauses the words "subject to the provisions of this Act, and of the Acts and parts of Acts incorporated herewith."

Section 23. The Bill does not contain the usual prohibition of the use of steam and atmospheric traction on the intended Tramway.

Section 31. The quantity of luggage now usually allowed in Railway Acts to first-class passengers is not less than 120 lbs.

Section 34. The extra charges for loading, &c., are not limited, according to the practice of Parliament, to such services at any "terminal station" of the railway.

Section 40. It is not usual to authorize contracts for the *making* of the Railway of one Company by another Company, it being the practice of Parliament to leave the construction of the works to the Company who obtain powers to take lands and raise funds for the purpose.

The London and North Western Railway Company is one of the Companies which are proposed to be authorized to enter into contracts with respect to the making, managing, &c., of the intended new Railways at Dublin. As this would be the first instance of an English Railway Company being authorized to work a Railway in Ireland, this point will doubtless have the particular attention of the Select Committee.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Railway No. 3 crosses the River Liffey above Essex Bridge by a bridge of three spans, one of 60 feet and two of 50 feet each, all 36 feet high:

Tramway No. 9 runs along Sir John Rogerson's Quay on the south side of the River Liffey:

The lowering of Essex Bridge over the Liffey.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I. "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

On

On the subject of Tramways on parts of the Eastern Quays of the River Liffey, proposed in this Bill, and in some of the other Bills of this Session for Railways at Dublin, my Lords have received a communication from the Dublin Ballast Board (the Corporation for preserving and improving the Port of Dublin), from which it appears to be the view of that Board that, having regard to the width of the Shipping Quays, which is scarcely sufficient for the present traffic, it will be necessary, if Tramways are to be laid down on the Quays, that in order to render them a public convenience, and to their being constructed so as to be capable of future extension, not merely having reference to the wants of a particular Company,—

(1.) The Tramways should be public, and therefore made and maintained by the Ballast Board (to whom the Quays appertain, as Conservators of the Port of Dublin); and

(2.) Some special Harbour Rules bearing on the subject should be made and enforced, in order that the traffic of the Tramways and the general traffic of the Quays may be so ordered as to interfere as little as possible with one another.

Reference may, perhaps, be usefully made to Sections 24–34 of "The British and North Somerset Railway Act, 1863," (c. 168), which contains provisions for the construction, maintenance, and use of Tramways under the control of city authorities.

Board of Trade,
April 1864.

James Booth.

[*Dublin Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*,
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Dublin, Rathmines, Rathgar, &c. Railway Bill.

THIS Bill is to incorporate "The Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole Railway Company," with a capital of 250,000 *l.* in 10 *l.* shares, and 83,000 *l.* by loan, for making the following Railways, viz.:— Objects.

No. 1, length 1 mile 15 chains, from a point in Trinity-street, Saint Andrew's Parish, passing south-westward to Peter-street, then southward to Pleasant-street, then south-westward to a point on the south bank of the Grand Canal, at the east of Clanbrassil Bridge;

No. 2, length 2 miles 37½ chains, from the abovementioned point, passing southward, near and at the west of Portobello Barracks, between Rathgar and Roundtown, to a point near and at the west of Rathfarnham;

No. 5, length 10 miles 29 chains, from the last-mentioned point south-westward to Old Court, then westward to near Corbally Bridge, then southward near the Kilkenny Road, to a point near and at the south of Brittas;

No. 3, length 41¾ chains from a junction with No. 1, near and at the south-west of Saint Kevin's Church, to a junction with the Dublin, Wicklow, and Wexford Railway, near and at the north of the Grand Canal;

No. 4, length 17 chains, a junction curve from No. 1 to No. 3, between Keefe's Nursery and Camden-street:

To be completed within five years.

The Company are to be empowered:—

To run over the portion of the Dublin, Wicklow, and Wexford Railway, between the intended junction therewith and its Harcourt-street Station, and to use that station;

To contract with the Dublin, Wicklow, and Wexford Railway Company with respect to the construction, working, use, and traffic of the intended Railways.

Section 17. To the provisions relating to level-crossings, referred to at the beginning of this Clause, should be added those of Part I. of "The Railways Clauses Act, 1863." Observations.

Section 21. *See* observations on "Running Powers," in the General Report of the Board of Trade on the Railway Bills of this Session (page 19).

Section 35. The proposed power to the new Company to contract with another Company with respect to the *construction* of the intended Railways, seems to be inconsistent with the practice of Parliament, which leaves the execution of the works to the Company who obtain powers to take lands and to raise funds for the purpose.

Board of Trade,
April 1864.

James Booth.

[*Dublin, Rathmines, Rathgar, &c. Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
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FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Dublin Trunk Connecting Railway Bill.

THIS Bill is to incorporate "The Dublin Trunk Connecting Railway Company," with a capital of 250,000 *l.*, in 10 *l.* shares, and 85,000 by loan, for making the following Railways; viz.:— Objects.

No. 1. Length 5 miles 18 chains, from a junction with the Great Southern and Western Railway, near and at the west of its Goods Depôt, at the King's Bridge Terminus, passing northeastward over the River Liffey, at the west of the Phœnix Iron Works, to near Westmoreland Bridge, on the Royal Canal, crossing the Canal at the east of that Bridge; then eastward to North Strand; then southeastward by the eastern end of the North Wall, crossing obliquely under the River Liffey to a point in the South Wall; then southward between Ringsend and Irishtown to a junction with the Dublin and Kingstown Railway, near Sandymount Lane;

Nos. 2 and 3. Lengths 16 ¾ chains and 18 ½ chains, junction curves from No. 1 to the northeast and southwest sides of the Main Line of the Midland Great Western Railway;

No. 4. Length 23 ¾ chains, to connect No. 1, westward with the Liffey Branch of the Midland Great Western Railway, near Westmoreland Bridge;

No. 5. Length 16 ¼ chains, a junction curve from No. 1, near North Strand, eastward to the Dublin and Drogheda Railway;

Nos. 6 and 7. Lengths 38 chains and 28¾ chains, junction curves from No. 1 to the Dublin and Drogheda Railway, northward in Dublin Bay, and westward at the Royal Canal;

Also two Tramways, viz.:—

No. 8, length 70 chains, from No. 1 near Sheriff's-street, to near the eastern end of North Wall; then westward along North Wall to the Royal Canal entrance;

No. 9, length 53 chains, from a junction with No. 1, between Irishtown and London Bridge, northwestward over the River Dodder, near Ringsend Bridge, and along Charlotte Quay, of the Grand Canal Dock;

To be completed within five years.

The Bill prohibits the use of atmospheric or steam traction on the Tramways.

The Company are to be authorised—

To contract with the Great Southern and Western, the Dublin and Drogheda, the Dublin and Kingstown, and the Dublin, Wicklow, and Wexford Railway Companies, and the Midland Great Western Railway (of Ireland) Company, or any of them, with respect to the construction, working, and use of the intended Railways and Tramways, and the interchange of traffic;

To contract with the Corporation of the City of Dublin, and the Corporation of the Port of Dublin, or either of them, with respect to the construction, working, and use of the intended Tramways.

The Bill empowers the City and the Port Corporations respectively, for the purposes which they are to be authorised to carry into effect, to apply their corporate funds, and to raise any sums by borrowing on mortgage.

Observations.

Section 36. The proposed power to the new Company to contract with other Companies with respect to the *construction* of the intended works appears to be inconsistent with the practice of Parliament, which leaves the execution of works to the Company who are authorised to take lands and to raise funds for the pupose.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1, near its commencement, crosses the River Liffey, above King's Bridge, by a Bridge of eight arches, each of 30 feet span and 8 feet high ; and at four miles from its commencement it is to be carried, by a Tunnel, under the River Liffey, seaward of the entrance to the Grand Canal Docks, at Ringsend ;

Tramway No. 8, at about 3½ furlongs from its commencement, runs along and terminates on the North Wall Quays ;

Tramway No. 9 crosses the River Dodder obliquely at Ringsend, by a Bridge of four arches, each of 30 feet span and 4 feet high, of which one is to be an opening span.

With respect to the proposed Tunnel under the River Liffey, my Lords have received from the Dublin Ballast Board (the Corporation for preserving and improving the Port of Dublin) a copy of a Report made to that Board by their Engineer, in which it is computed that if the Tunnel be constructed according to the deposited plans and sections, and if the depth of soil over the Tunnel be taken at six feet, which the Engineer considers the least that can be allowed for safety, there would be left over the Tunnel, at low-water, a depth of nine feet only of water, being four feet less than the depth to which the River is now being dredged by the Ballast Board.

It is further represented in that Report, that works are in progress for deepening the Quays west of the proposed Tunnel, by which it is intended to give to the River a low-water depth of 16 feet alongside the Quays, and 24 feet in mid-channel ; whereas the proposed Tunnel would have over it a low-water depth of not more than seven feet at the Quays, and nine feet in mid-channel.

The Engineer of the Dublin Ballast Board considers that by such a tunnel a permanent bar would be placed to any further improvement west of the Tunnel, where hitherto nearly all the trade has been concentrated ; and that the probable effect of a dam, such as that suggested, would be to make the River west of it silt up much more rapidly than it does at present. It is the opinion of the Engineer that, if the construction of a Tunnel, crossing under the River at the place in question, be sanctioned, the top of the crown of the Tunnel should be not less than 45 feet below highwater standard, being 15 feet more than is proposed by the projectors of this Railway.

My Lords are advised that the objections to the proposed Tunnel, which are stated in the above-mentioned Report, deserve serious consideration ; and they understand that it is the intention of the Dublin Ballast Board themselves to bring their views with respect to it before the Select Committee on this Bill.

On the subject of Tramways on parts of the Eastern Quays of the River Liffey, proposed in this Bill, and in some of the other Bills of this Session for Railways at Dublin, it appears to be the view of the Dublin Ballast Board that, having regard to the width of the Shipping Quays, which is scarcely sufficient for the present traffic, it will be necessary, if Tramways are to be laid down on the

the Quays, that in order to render them a public convenience, and to their being constructed so as to be capable of future extension, not merely having reference to the wants of a particular Company,—

(1.) The Tramways should be public, and therefore made and maintained by the Ballast Board (to whom the Quays appertain, as Conservators of the Port of Dublin); and

(2.) Some special Harbour Rules bearing on the subject should be made and enforced, in order that the traffic of the Tramways and the general traffic of the Quays may be so ordered as to interfere as little as possible with one another.

Reference may, perhaps, be usefully made to sections 24–34 of "The Bristol and North Somerset Railway Act, 1863" (c. 168), which contain provisions for the construction, maintenance and use of tramways under the control of city authorities.

As regards the proposed Bridge over the River Dodder, my Lords are advised that it would be desirable that the Bridge, instead of crossing the River obliquely, as proposed, should cross it as nearly at right-angles as possible.

If interferences with tidal waters such as are above mentioned be sanctioned, it will be necessary that there be incorporated in the Bill "The Railways Clauses Consolidation Act, 1845," and Part I. "Construction of a Railway" of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
April 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Dublin Trunk Connecting Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*,
5 *February* 1864.

19—CCLX.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Great Southern and Western, and Midland Great Western Junction Railway Bill.

Objects.

THIS Bill is to incorporate "The Southern and Midland Junction Railway Company," with a capital of 75,000*l.* in 10*l.* shares, and 25,000*l.* by loan, for making a Railway, length 1 mile 71 chains, from a junction with the Great Southern and Western Railway, near the north-eastern angle of the Goods Depôt at King's Bridge, passing north-eastward over the River Liffey, and then northward to a junction with the main line of the Midland Great Western Railway (of Ireland) at its junction with the Liffey Branch of that Railway; to be completed within five years.

The Company are to be authorised to run over, but by agreement only, the Liffey Branch of the Midland Great Western Railway (of Ireland), and the portion of the main line of that Railway, between the junction of the intended Railway therewith and the Broadstone Terminus; also the portion of the Great Southern and Western Railway between the junction of the intended Railway therewith and the King's Bridge Terminus and Goods Depôt; and to use, by agreement, the Stations of those Railways; and to contract with the Great Southern and Western Railway Company, and the Midland Great Western Railway (of Ireland) Company, with respect to the use and working of the intended Railway.

Observations.

Section 34 is not in the terms of the Clause respecting charges for terminal services now required by the practice of Parliament.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz:—

> The Railway crosses the river Liffey about 370 yards above King's Bridge, Dublin, by a bridge of four arches, each 40 feet span, and seven feet headway above high-water mark.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments.

Board of Trade,
April 1864.

James Booth.

[*Great Southern and Western, and Midland Great Western Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Harwich Corporation Bill.

Objects.

BY this Bill it is proposed to empower the Mayor, Aldermen, and Burgesses of Harwich to execute certain works, more particularly described below, to be completed within seven years; to levy rates on vessels, passengers, and goods using the intended Pier, Tidal Basin, or Channel; to borrow 40 000 *l.* on mortgage of the borough rates and property, and of the intended new rates and property under this Bill; to construct Sewage Works in the parish of Dovercourt, and to act as a Local Board of Health for that parish, and to levy rates therein for the intended improvements.

The Great Eastern Railway Company are to be authorized to contribute, out of their existing funds, any sum they think fit towards the cost of the intended works.

Observations.

Section 5 authorizes the construction of the intended Approach Road over the Harwich branch of the Great Eastern Railway on the level.

If such level-crossing can be properly sanctioned, the practice of Parliament would require that it should be subject to regulations such as are contained in Sections 5 to 8 of "The Railways Clauses Act, 1863."

Section 40. It seems to be a question whether the unlimited power here given to the Great Eastern Railway Company, to contribute money towards the cost of the intended works, and which might practically enable them to become the owners of the reclaimed lands, &c., would not be inconsistent with the practice of Parliament.

Section 47. In the reservation of General Acts in this clause, there should be added, after "goods carried in ships," the usual words, "or to pilotage, or to lights, buoys, and beacons, or the rights, powers, privileges, and jurisdiction of the General Lighthouse Authorities."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

1. The reclamation of the slob-lands of the River Stour, to the west of Harwich, between Bathside and Ray Island, by an embankment from Ray Point to the commencement of an intended pier on the foreshore opposite the Corporation Pier, Harwich;

2. A navigable cut for the Ramsey River, across the lands reclaimed, to the Stour;

3. A bridge over the cut, consisting of three arches, of 45 feet span each, and four feet high on the clear above high-water, of which one is to be an opening span for navigable purposes;

4. A pier or jetty extending into Harwich Harbour;

5. A roadway along the northern side of Ray Island, the limits of deviation for which pass below high-water mark for about a mile.

The Bill appears to contain the usual provision for the protection of navigation in respect of the proposed interferences with tidal waters.

A question has, however, been raised whether the proposed measure will not, by embanking a large part of the mud lands of the Harbour, injure the navigation, by depriving fishing vessels and small craft of their beaching ground. This question will, no doubt, receive due consideration from the Committee.

Board of Trade,
April 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Harwich Corporation Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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London Docks, St. Katharine Dock, and Victoria (London) Dock Amalgamation Bill.

Objects.

BY this Bill it is proposed to amalgamate the London Dock Company and the St. Katharine Dock Company, by dissolving those two Companies, and incorporating their shareholders as "The London and St. Katharine Docks Company"; the capital of the amalgamated Company to consist of 3,816,897 *l.* 5 *s.* 10 *d.*, and 1,939,800 *l.*, which are stated to be the amounts raised by capital stock by the London Dock Company and by the St. Katharine Dock Company, and are to be appropriated to the shareholders in those Companies, respectively; and of the sum of 34,147 *l.*, which is stated to be the amount of capital of the St. Katharine Dock Company not raised by them, and which the amalgamated Company are to be authorised to raise by new ordinary or preferential shares or stock, or by borrowing.

The debenture debts of the two Companies, stated to be 1,121,413 *l.* and 678,853 *l.* respectively, and their respective mortgages, are to become debenture debt and mortgages of the amalgamated Company; and the Company are to be authorised to borrow, inclusive of those sums, the aggregate sum of 1,930,281 *l.*: and to create debenture stock in lieu thereof.

By the Bill it is also proposed to confirm an agreement for the sale to the two Companies of the property of the Victoria (London) Dock Company, entered into between the two Companies and Sir S. M. Peto, Baronet, E. L. Betts, and Thomas Brassey, who are stated to be now managing the Victoria Docks, as lessees thereof, for a term of 21 years, from 1st January 1855; and heads of arrangement for the transfer of the undertaking of the Victoria (London) Dock Company to the other two Companies, purporting to be entered into between the three Companies.

Pursuant to those arrangements, upon the amalgamation of the two companies, the undertaking and property of the Victoria Company (exclusive of the Steel Yard) are to be vested in the amalgamated Company, freed from the debenture and other debts of the Victoria Company; that Company is to be dissolved; and 1,062,500 *l.* four per cent. debenture stock of the amalgamated Company is to be created (in addition to their above-mentioned debenture debt and stock), and is to be issued to the three above-named Victoria Dock lessees, and to be applied in satisfaction of the debts and liabilities of the Victoria Dock Company, and subject thereto to be distributed among the shareholders of that Company.

The amalgamated Company are to be authorised to raise by new ordinary or preference shares or stock, or as to one-fourth by borrowing, an additional capital

of 537,500*l.*, being the difference between the above-mentioned sum of 1,052,500*l.* of intended debenture stock and 1,599,000*l.*, which is stated to be the amount which the Victoria Company are authorised to raise.

The Bill repeals the several Acts relating to the three companies, and re enacts certain of their provisions, and makes new provisions, with respect to the amalgamated Company and their undertaking; and it authorises the Company to take "reasonable rates" for all vessels entering, and all goods brought into, their docks, except ballast lighters and ballast.

Observations.

Preamble, page 6. With respect to the statement here made, that the Victoria Dock Company has raised by capital stock 800,000*l.*, and by debentures 399,000*l.*, it is to be observed that in the *Victoria* (*London*) *Docks Bill* of this Session it is stated that that Company have raised by capital stock 857,318*l.*, and by debentures 172,480*l.*

Section 3 excludes from incorporation with the Bill certain sections of "The Companies Clauses Consolidation Act, 1845," among which are Section 45, requiring a register of mortgages and bonds to be kept, and to be open to inspection; Section 55, requiring the accounts of the Company to be open to inspection by the mortgagees and bond-creditors; and Section 63, requiring a register of stockholders to be kept and to be open to inspection. It does not appear that the Bill contains adequate provisions instead of those so proposed to be excepted.

It also seems to be a question whether there is sufficient reason for the proposed exception from incorporation with the Bill of Section 50 of "The Harbours, Docks, and Piers Clauses Act, 1847," requiring the annual publication of an account in abstract of the total receipts and expenditure.

Sections 48 and 49. The terms of these clauses seem to make it doubtful whether the mortgages are securities for, or are distinct from and additional to, the debenture debt of the two Companies.

Sections 116 and 119. It is not proposed to fix the limits of the charges which the amalgamated Company may make for the use of their works; but they are to be left at liberty to demand for vessels and for goods "such reasonable rates, rent, or sums as the amalgamated Company from time to time appoint."

There does not appear to be at present in force any specific limitation of rates to be taken by the London Docks Company, or by the St. Katharine Dock Company; and as regards the Victoria Dock Company, there appears to be a limitation of rates as to certain vessels and articles only.

The union of the undertakings of these three Companies into one property, under one management, as proposed in this Bill, will diminish competition in dock accommodation in the Port of London; and it would seem to be a question deserving the careful consideration of the Select Committee, whether the sanction by Parliament of such union should be accompanied by a specific limitation of the charges which the amalgamated Company may make for the use of their docks and wharves by vessels, and in shipping, &c., of goods; or whether, as it would be the interest of the Company to afford facilities for the use of their works, they may be left without any more direct limitation of the charges which they make than is proposed in Sections 116 and 119 of this Bill.

Board of Trade,
April 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*London Docks, St. Katharine Dock, and Victoria (London) Dock Amalgamation Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1863;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Oswestry, Ellesmere, and Whitchurch Railway (No. 2) Bill.

Objects.

BY this Bill it is proposed that the Oswestry, Ellesmere, and Whitchurch Railway Company, incorporated in 1861, with a capital of 150,000 *l.* in shares and 50,000 *l.* by loan, for making a Railway from Oswestry to Whitchurch, and a Branch Railway at Whittington, and authorised in 1862, to raise further sums of 60,000 *l.* by shares and 20,000 *l.* by loan, for making a Railway from Ellesmere to Wem, shall be enabled to raise, for the general purposes of their undertaking, additional sums of 100,000 *l.* by shares and 33,000 *l.* by loan.

No observation is necessary.

Board of Trade,
April 1864.

James Booth.

[*Oswestry, Ellesmere, and Whitchurch Railway (No. 2.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
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FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a Report upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Regent's Canal (Limehouse Basin) Bill.

BY this Bill it is proposed,— Objects.

To confirm an agreement of 8 December 1852, between the Trustees of the River Lee and the Company of Proprietors of the Regent's Canal, relative to the ownership and use of their respective works near the Britannia Lock, on the Limehouse Cut of the Lee Navigation at the Commercial Road:

To transfer the jurisdiction in the Limehouse Cut, between the Commercial Road and the River Thames, from the Trustees to the Company:

To authorise the Company to stop up the portion of the Cut leading into the River Thames, and to execute the new works described below:

To extinguish the Company's liability, under their original Act of 1812, to pay an annual sum of 450 *l.*, now payable to the Thames Conservancy Board:

To authorise the Company to raise 160,600 *l.* as additional ordinary, or preferential capital, and 325,700 *l.* (inclusive of their present mortgage debt of 109,550 *l.*) by loan; and to create debenture stock.

Section 8. The proposed power to purchase easements, &c., *compulsorily*, is inconsistent with the Lands Clauses Consolidation Act, 1845, and with the practice of Parliament, which authorises the acquisition of partial interests in land by *agreement* only. Observations.

Section 65. It may deserve consideration whether the reservation in this clause which relates to docks and piers only, should not be extended to all general Acts now in force, or hereafter to be passed relating to canals, or to shipping, or to goods carried in ships; and whether there should not be added a reservation of the future revision, by authority of Parliament, of the rates and charges authorised by the Acts relating to the Canal.

A question has been raised by the traders interested in the River Lee, whether the proposed alterations will not injuriously affect their access to the River Thames. They allege that it will do so, whilst the promoters of the Bill allege the contrary.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

The construction of a new cut or entrance lock from the Thames near Kidney Stairs into the ship basin of the Regent's Canal Company at Limehouse, with piled-work stagings on either side for the convenience of vessels entering and leaving, extending on the eastern side 90 feet into the Thames, and on the western side about 40 feet. Also a new line of quays from the western side of the new entrance to the present Regent's Canal entrance to the basin.

The new entrance will be at or near the site of the present communication (which it is proposed by the Bill to shut up) between the Limehouse Cut of the River Lee Navigation and the River Thames.

To the provisions in Sections 18, 19, 20, and 21 of this Bill, giving to the Board of Trade usual powers for the protection of navigation, it might be proper to add a provision for the exhibition of lights on the intended works at the River Thames, to the effect of Section 13 of "The Railways Clauses Act, 1863."

Board of Trade,
April 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Regent's Canal (Limehouse Basin) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 February 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Saint Helen's Canal and Railway Bill.

Objects.

BY this Bill it is proposed to dissolve the Saint Helen's Canal and Railway Company, and to vest their undertaking in the London and North Western Railway Company, as from 1st July 1864.

The latter Company are from that day to pay interest on the mortgages, and the fixed dividends on the various classes, (amounting in the whole to 725,200 *l.*, of which some are redeemable,) of the preferential stocks of the former Company; and also dividends on the ordinary stock (334,000*l.*) of the latter Company, at the rate of 4 per cent. for the first year, 4½ per cent. for the second year, and 5 per cent. for every subsequent year.

Observations.

Reference may be made to the observations on "Amalgamation, Sale, and Lease," and also to those under the head "Railway and Canal Companies," in the General Report of the Board of Trade on the Railway Bills of the Session, pages 18, 19, and 20.

My Lords have received a memorial on the subject of this Bill from manufacturers and traders of Saint Helen's.

In that memorial it is urged, amongst other things, that if the transfer of the undertaking be sanctioned, "provision should be made for the maintenance, cleansing, and repair of the Canal, and for facilitating the traffic thereon."

It is to be observed that this Bill, in its present form, contains no express provision for those purposes.

It will be found that in the Act 8 and 9 Vict. c. 117, (Local), "for uniting the Sankey Brook Navigation with the Saint Helen's and Runcorn Gap Railway, and for other purposes," there is a provision (Section 42) requiring the Saint Helen's Canal and Railway Company "to keep open and maintain the whole of the said Canal in good repair and condition, and well supplied with water, and fit for the purpose of navigation," with the proviso, however, that "if any part or parts of the said Canal shall not yield or produce a traffic, the rates, tolls, and dues payable in respect of which shall be equivalent to the cost of repairing and upholding the same part or parts, and if the said Company shall, after giving one month's notice in the 'London Gazette' and in two Liverpool newspapers of their intended application, obtain the consent in writing of the Lords of the Committee of Privy Council for Trade for that purpose, it shall be lawful for the said Company to cease the repair and maintenance of such part or parts of the said Canal."

It may now be a question for consideration, whether, upon a transfer of the ownership of the Canal to the London and North Western Railway Company, provision should not be made for securing to the public the *permanent* use of the present navigation between Saint Helen's and the Mersey, at fair and moderate rates of charge.

On the subject of the tolls leviable for the use of the Canal, the memorial above mentioned urges that the London and North Western Railway Company should not be left at liberty to charge the maximum rates which are at present authorised for the use of the Canal, but that the tolls should be limited according to a lower scale which has been for some time in operation on the Canal.

As regards regulating the charges for traffic on a Canal after it has become vested in a Railway Company, the principle laid down on this subject by the Select Committee of the House of Commons on "Railway and Canal Bills, 1853," is stated in the following terms in their Fifth Report, p. 11; viz., "That while the shareholders [in the Railway Company] should be permitted to extract from the Canal the greatest profit which it is capable of returning them by the development of the water carriage, they are not entitled to charge such rates on the Canal as would necessarily divert the traffic from the Canal to the Railway, and render inaccessible to the public the advantages of water communication. This consideration is the more important, from the bearing which such a practice upon one link of a chain of inland navigation must obviously have upon Canals, the property of independent Companies, but constituting other and perhaps distant links in the same line of communication."

To give effect to the principle so stated, various methods have been adopted in different cases.

In the case of the Trent and Mersey Canal, the North Staffordshire Railway Company were restricted from making higher charges for the Canal, than were being made by its former proprietors at the time of the transfer (a schedule of such maximum charges being annexed to the Act): and they were also expressly prohibited from giving any preference to traffic on their Railway over traffic on the Canal; and power was vested in the Board of Trade of regulating, upon complaint made, the charges for, and the user of, the Canal (9 & 10 Vict. c. 84, (Local) ss. 38 and 39).

As to the particular precautions which should be adopted in this case, whether by limiting the charges which may be made upon the Canal to rates not exceeding those which may be charged at the passing of the Bill, or by subjecting the Canal rates to revision at any time by a public department or otherwise, my Lords are not in a condition to make any further suggestion, as they do not possess the opportunities which the Committee on the Bill will have of examining all the circumstances, and of hearing all parties interested.

With respect, however, to a provision which was some years ago frequently adopted in Acts transferring Canals to Railway Companies, viz., a clause enabling the Lords Commissioners of the Treasury or the Board of Trade, if it should appear to them that evil results to the public from the transfer, to require the Railway Company to correct the evil, and in case of the inability or neglect of the Railway Company to correct it, to require the Company to introduce, or, in their default, the public department itself to introduce a Bill into Parliament for the correction of the evil, my Lords desire to observe that the clause has proved a dead letter, and cannot be regarded as likely, if adopted in the present case, to afford any effectual security against mischief which it may be thought desirable to guard against.

The following point has also been brought forward in the above-mentioned memorial:

In "The London and North Western Railway (Lines near Liverpool) Act, 1861," (c. 128), which authorised the construction of a Railway Bridge across the River Mersey at Runcorn, there is contained a clause (Section 35) for protecting the access or entrance to the Widnes Dock and the Sankey Canal of the Saint Helen's Canal and Railway Company from being impeded or rendered less deep by the execution of works authorised by that Act.

That provision enables the Saint Helen's Company to enforce a remedy for the injury referred to; and it is apprehended by the memorialists that the provision in question will be nugatory and void when the undertaking of the Saint Helen's Company is vested in the London and North Western Railway Company; and they urge that provision should be made in this Bill to enable all parties interested in the traffic on the navigation to enforce the obligation of the London and North Western Railway Company, and to compel them to maintain the Canal navigation in such a repair and condition as to admit of the passage of all vessels drawing six feet of water at the least.

This matter appears to be of importance in connexion with the preservation of the present Sankey navigation between Saint Helen's and the Mersey, and to deserve the consideration of the Select Committee on the Bill.

Section 6 authorises the London and North Western Railway Company to raise from time to time additional capital for the purpose of redeeming the "Redeemable

able Shares" of the Saint Helen's Company, and to attach to the additional capital a preference or priority of dividend. By the proposed incorporation of Part II. of "The Companies Clauses Act, 1863," the rate of preferential dividend which may be attached to such additional capital, would be limited to 5 per cent. per annum; but as some classes of the "Redeemable Shares," appear to be now entitled to dividends at 4½ per cent. only, it would be in accordance with the practice of Parliament to provide by this Bill, that the rate of preferential dividend to be attached to new capital to be created for the purpose of redeeming any "Redeemable Shares," shall not exceed the rate of dividend attached to the Shares to be redeemed thereby.

Section 9. It may deserve consideration whether the reservations of this clause should not be extended to general Acts relating to Canals or Navigations (such as "The Railway and Canal Traffic Act, 1854"), and to revision of the maximum rates authorised to be taken in respect of any part of the undertaking of the Saint Helen's Canal and Railway Company.

Board of Trade,
April 1864.

James Booth.

[*St. Helen's Canal and Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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London, Brighton, and South Coast Railway (Steamboats) Bill.

Objects.

THIS Bill is to authorise the London, Brighton, and South Coast Railway Company to work steam-vessels between Littlehampton and Havre, Honfleur, Cherbourg, St. Malo, Portrieux, Trequier, Morlaix, Brest, Caen, Carantan, Fecamp, and St. Vallery, St. Peter's (Guernsey), and St. Helier's (Jersey); and for that purpose to raise further sums of 100,000*l.* by new ordinary or preference shares or stock, and 33,000*l.* by mortgage, or debenture stock.

Observations.

The general subject of granting steamboat powers to Railway Companies has been considered and reported upon by a Select Committee of the House of Commons in the present Session (No. 141).

This Bill incorporates the provisions of Part IV. (relating to steam-vessels) of "The Railways Clauses Act, 1863;" sections 30 and 31 of which appear to guard against the abuses of excluding or unduly favouring traffic, referred to in the Report of that Committee.

Section 4. It is proposed to limit the charges to be made by the Company for the conveyance of passengers in their steam-vessels under this Bill to certain *mileage* rates. If that mode of limiting the charges be adopted, and not the more usual one of specifying the maximum sums which may be charged, it may deserve consideration whether, in order to obviate uncertainty as to distances to be measured over sea, the Bill should not specify the distances from Littlehampton of the several ports to which the Company may run vessels.

Board of Trade,
April 1864.

James Booth.

London, Brighton, and South Coast Railway (Steamboats) Bill.]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

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London, Chatham, and Dover Railway (No. 3) (Steamboats) Bill.

THIS Bill is to authorise the London, Chatham, and Dover Railway Company to work, or enter into arrangements for working steamboats, between Ramsgate and Boulogne, Rotterdam, and any places between those two ports, and to provide accommodation for steamboat traffic at Ramsgate and Dover; and for that purpose to apply any funds applicable to their general undertaking. Objects.

The general subject of granting steamboat powers to Railway Companies has been considered and reported upon by a Select Committee of The House of Commons in the present Session (No. 141.) Observations.

This Bill incorporates the provisions of Part IV. (relating to steam vessels) of "The Railways Clauses Act, 1863;" sections 30 and 31 of which appear to guard against the abuses of excluding or unduly favouring traffic referred to in the Report of that Committee.

It may deserve consideration whether the Bill should not specify weights of luggage which the various classes of passengers may take with them, free from charge, on board the Company's steam vessels.

Board of Trade,
April 1864.

James Booth.

[*London, Chatham and Dover Railway* (*No.* 3,) (*Steamboats*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, *to be Printed,*
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Manchester, Sheffield, and Lincolnshire Railway (Steamboats) Bill.

Objects.

THIS Bill is to authorise the Manchester, Sheffield, and Lincolnshire Railway Company to work, or enter into arrangements for working, steam and other vessels between Great Grimsby and the following ports, viz.:—Rotterdam, Antwerp, Hamburg, Bordeaux, Dieppe, Dunkirk, Flushing, Lubeck, Stockholm, Copenhagen, Revel, Cronstadt, St. Petersburg, and Konigsberg; and for that purpose to raise further sums of 250,000*l.* by new ordinary or preference shares, and 83,300*l.* by loan.

Observations.

The general subject of granting steamboat powers to Railway Companies has been considered and reported on by a Select Committee of the House of Commons in the present Session (No. 141).

This Bill incorporates Part IV. (relating to steamvessels) of "The Railways Clauses Act, 1863;" Sections 30 and 31 of which appear to guard against the abuses of excluding or unduly favouring traffic, referred to in that Report.

Board of Trade,
April 1864.

James Booth.

[*Manchester, Sheffield, and Lincolnshire Railway (Steamboats) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

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Mersey Docks and Harbour Board Bill.

Mersey Docks and Harbour Board Bill.

Objects.

THE objects of this Bill are—

1. To enable the Board to construct new Docks and Works on the Liverpool side of the Mersey at the north end of the town; and for this purpose, to borrow 875,000 *l.*

2. To make all tonnage rates upon steamers levied by the Mersey Board leviable upon the gross instead of upon the registered tonnage, without any deduction for engine-room.

3. To give additional powers for the collection of the town and anchorage dues.

4. To alter and determine—the rates of pilotage; the mode of measuring the distances for which vessels are to be piloted; the manner of settling pilotage disputes; and the contributions to the Pilots' Superannuation Fund.

NEW WORKS.

History of former proceedings in Parliament.

The application of the Mersey Docks and Harbour Board for additional borrowing powers for the purpose of extending their Docks on the Liverpool side of the Mersey, is opposed by parties interested in Birkenhead. To make the questions at issue intelligible, it is necessary to call attention to the proceedings of Parliament in recent years with reference to dock extension on both sides of the Mersey.

It is scarcely necessary to refer to the history of either the Birkenhead or the Liverpool Docks prior to 1855. At that time the Liverpool Docks were vested in the governing body of the Corporation of the Borough of Liverpool, under the title of "Trustees of the Liverpool Docks," and were managed by a committee partly appointed by that Corporation, and partly by the Dock ratepayers. The Birkenhend Docks were in the hands partly of a public trust, partly of a Joint Stock Company; the works were very far from completion, and the undertaking was in difficulty. There had previously been and there was then great rivalry or apprehension of rivalry between the two sides of the river.

In the year 1855 the committee of the Liverpool Docks promoted a Bill by which they proposed to raise 3,500,000 *l.* on mortgage of their rates, for the purpose of making new Docks on the Liverpool side of the River Mersey.

Several other Bills relating to the Mersey were also introduced, the principal object of their promoters being to relieve the trade of Birkenhead from the Liverpool town dues, and from certain payments to the Liverpool Dock Trustees.

These Bills were all referred to one Committee.

Mersey Docks and Harbour Board Bill.

After some contest, an agreement was come to between the Birkenhead Dock Trustees and the Birkenhead Dock Company on the one hand, and the Liverpool Corporation on the other, by which the Corporation agreed to buy the Birkenhead Docks, and Birkenhead agreed to withdraw its Bills, and not to oppose the Liverpool Docks Bill. The Committee in the end came to the following conclusions:—

Conclusions of the Committee on the Bills.

They refused to the Liverpool Dock Trustees power to extend their Docks on the Liverpool side of the Mersey as proposed, and confined the new powers of borrowing which they sought to the sum of 850,000 *l.*, instead of extending it to 3,500,000 *l.* as proposed.

18 & 19 Vict. c. 171. Management of Birkenhead Docks.

They confirmed the arrangement for the purchase of the Birkenhead Docks; but inserted in the Bill (which passed as the Birkenhead Docks Act, 1855), provisions to the effect that the Birkenhead Docks, when completed, should be managed by the Committee of the Liverpool Corporation, which then managed the Liverpool Docks; that separate accounts should be kept of the Revenue of the Birkenhead Docks; and that any surplus should be applied in repayment of the money paid by the Corporation for the purchase.

The Committee also added the following Clauses:—

S. 19. Application to be made to Parliament in the next Session.

"And whereas it is expedient that the Birkenhead Docks should, with as "little delay as possible, be constructed and completed in such manner as "may render them most available for the commercial purposes of the Port of "Liverpool in connexion with the Liverpool Docks, and that the same rates, "dues, and charges should be levied in respect of the Birkenhead Docks as are "now or may hereafter be levied in respect of the Liverpool Docks, and that all "the said Docks should be placed permanently under the same control and "management, and be consolidated with, and become part of the existing estate "of the Liverpool Docks; Be it therefore enacted, That the Corporation shall, "and they are hereby required, either alone or conjointly with the Trustees of "the Liverpool Docks, to prosecute a Bill in Parliament in the next Session "for obtaining the requisite powers for accomplishing the several objects afore-"said."

S. 20. As to completion of Works.

"Unless Parliament shall otherwise determine, the Corporation shall, "and they are hereby required, immediately after the first day of September "one thousand eight hundred and fifty-six, to proceed with the construction "of the several Docks and Works which the Trustees and Company respectively "are empowered to construct by such of the provisions of the recited Acts as "are now in force, and the Corporation shall in that case immediately after the "said last-mentioned day become, and they are hereby made subject to all the "liabilities of the Trustees (viz. the Birkenhead Dock Trustees) and Company "(viz. the Birkenhead Dock Company) respectively, in regard to the construc-"tion of such Docks and Works, and the Corporation shall and they are "hereby required wholly to complete the said Docks and Works, in accordance "with the plans sanctioned by the subsisting provisions of the said recited "Acts, before the first day of September one thousand eight hundred and fifty-"eight."

Further provision was made by the Bill for uniting the Birkenhead Docks, when complete, with the Liverpool Docks, and making the whole one estate.

18 & 19 Vict. c. 174.

The Committee also inserted in the Bill promoted by the Liverpool Dock Trustees, which passed as the Liverpool Dock Act, 1855, the following Clause:

S. 38. Application to be made to Parliament in the next Session for giving effect to certain objects herein named.

"Whereas a Bill is now pending in Parliament, having for its object "(amongst other things) the sale of the Birkenhead Docks to the said Mayor, "Aldermen, and Burgesses of Liverpool, on certain terms and conditions "therein set forth: And whereas it is expedient, after such sale shall have "been perfected, that the said Birkenhead Docks should be transferred to the "Trustees of the Liverpool Docks, and should, with as little delay as possible, "be constructed and completed in such manner as may render them most avail-"able for the commercial purposes of the Port of Liverpool, in connexion with "the Liverpool Docks, and that the same rates, dues and charges should be "levied

"levied in respect of the Birkenhead Docks as are now or may hereafter be "levied in respect of the Liverpool Docks, and that all the said Docks should "be placed permanently under the same control and management, and be "consolidated with and become part of the existing estate of the Liverpool "Docks: Be it therefore enacted, That the Trustees shall, and they are hereby "required, either alone or conjointly with the Corporation of Liverpool, to "prosecute a Bill in Parliament in the next Session, for obtaining the requisite "powers for accomplishing and giving full effect to the several objects afore-"said."

Mersey Docks and Harbour Board Bill.

The Committee further made a special Report, which was as follows:—

Special Report of Committee.

"The Committee on Group (D.) of Private Bills, in considering the Liverpool "Docks Bill and the Birkenhead Docks and Liverpool Docks Bill referred to "them, have come to the conclusion that it is of great importance that an "amalgamation should take place of the Birkenhead and Liverpool Docks on "both sides of the river, under the control of one public body.

"In lending their assistance to promote and effect this amalgamation, the "Committee have not been able to provide for all the points which must ulti-"mately be arranged with regard to it, and which it is proposed should be "finally settled in a Bill to be introduced in the next Session. They are, how-"ever, desirous of specially calling attention to the following subjects:—

1. "That the earliest opportunity should be taken of carefully considering "the constitution of the Dock Trust, with reference to the altered circumstances "in which it will be placed in consequence of this amalgamation.

2. "That they should have provided for the immediate equalisation of the "rates of both sides of the river, with the full concurrence of the promoters of "the Bill, had they not been apprehensive that, on technical grounds, the pass-"ing of measures which they considered of urgent public advantage during the "present Session would have been endangered.

3. "That they were very sensible of the importance of accurately defining "and limiting the arrangements consequent on the proposed transfer of the "Birkenhead property from the Liverpool Corporation to the Dock Trustees; "but as the whole matter will necessarily come under the consideration of "Parliament next Session, they are unwilling to prejudge this particular part "of it.

4. "That the question of the Liverpool Town Dues only came incidentally "before the Committee as a portion of the existing revenues of the Corporation. "It has been their object not to prejudge, or affect in any manner, either the "title of the Corporation or the general question of the propriety of future "legislation with regard to municipal changes of this character."

By the Birkenhead Act the Liverpool Corporation were empowered to borrow 500,000 *l.* for the purposes of that Act, *i. e.*, the prosecution and completion of the Works at Birkenhead transferred to them.

S. 25.

In 1856, the Liverpool Corporation introduced a Bill concerning Birkenhead Docks. One of the objects of that Bill was to alter the plans known as Rendel's plans. The Bill did not provide for the objects contemplated by the Committee of the previous Session. The Bill was also opposed by the Railway Companies who were interested in Birkenhead, on the grounds that the plans as altered by the Bill were inadequate.

General effect of the omissions in the Bill of 1856.

The Committee, after hearing the promoters' case and one witness for the opponents, threw out the Bill.

In the same Session (1856), the whole case of Liverpool, Birkenhead, and the trade of the Mersey underwent a searching investigation before the Select Committee of the House of Commons on local charges on shipping. The Committee merely reported the evidence; but a summary of the principal points is given in the Board of Trade Report on the Bills of the subsequent Session. The chief of these were, the title, incidence, and application of the dues levied

Mersey Docks and Harbour Board Bill.

by the Corporation of Liverpool, and known as Town Dues; the history and constitution of the Liverpool Dock Trust and its relation to the Corporation, and the history of Birkenhead and its contests with Liverpool.

In 1857 the several interests opposed to Liverpool brought in a Bill, the chief objects of which were to place the whole dock estate of Liverpool and Birkenhead in the hands of a body representing the ratepayers; to transfer the town dues to this body, and to provide for the completion of the Birkenhead Works.

20 & 21 Vict. c. 162.

This Bill was passed under the title of "The Mersey Docks and Harbour Act, 1857." By this Act a single public trust representing the Dock and Harbour ratepayers was created with the title of "The Mersey Docks and Harbour Board;" the Dock Estates of Liverpool and Birkenhead were amalgamated and placed in their hands; and all public taxes levied on shipping in the Port, including the Liverpool Town Dues, and all duties connected with the navigation of the Port and Harbour, were entrusted to this Board.

This Act recites that it is expedient that Docks and Works at Birkenhead should be completed as expeditiously as possible. It also contains the following sections:—

S. 51. "The Board shall immediately after the commencement of this Act proceed "with the construction of the outer Works at Birkenhead referred to in 'The "Birkenhead Docks Act, 1853,' with a view to the completion of the same, "substantially in accordance with the plans that have been sanctioned by Par- "liament."

S. 52. "Until the Board shall take possession of the Birkenhead Docks under the "provisions of this Act, the Corporation shall proceed with the construction of "the works authorized by the Birkenhead Dock Acts, and after the Board shall "have entered into possession of the said Birkenhead Docks they shall assume "all contracts and all liabilities of the said Corporation in respect of the said "works."

S. 57. "The Board may, in addition to any powers required by them under the "Acts specified in the schedule, from time to time borrow at interest, on the "security of any rate or rates, or any dues forming part of its general receipts, "any sum or sums required for the completion of the Birkenhead Docks and "Works, or for the purposes specially provided for by this Act, but for no other "purpose whatever."

The Act, whilst giving these express powers of borrowing for the purpose of completing the Birkenhead Works, gave no power of borrowing for the purpose of Works at Liverpool.

The next year (1858), the then existing Mersey Docks and Harbour Board introduced two Bills into Parliament:

One, to alter the plans for Birkenhead Docks; and to obtain powers and money for certain Works;

20 & 21 Vict. c. 162, s. 60.

The other, to consolidate their Acts, this latter Bill being introduced in pursuance of a provision in the Act of 1857, which required them so to do.

Under these Bills as introduced, the Board sought power to borrow, in addition to what might be required for Birkenhead, sums amounting together to 866,000 *l.*, and, in altering the Birkenhead plans in accordance with arrangements proposed and accepted in 1857, to postpone considerably the dates by which the various Works should be completed.

The proposed alterations were objected to on the ground that the expenditure of money on the Liverpool side, as well as the proposed postponement of the times for completing the Birkenhead Works would seriously interfere with the completion of these Works, and were inconsistent with the previous decisions of Parliament with respect to them. Some negotiations took place, the particulars of which will be found in the Report of the Board of Trade on the Bills, and the result was embodied in certain clauses of the Bills, which then passed without opposition.

The

The Sections referred to are the following in 'The Mersey Dock Acts Consolidation Act, 1858,' viz.:

21 & 22 Vict. c. 92. S. 22. Board to construct and maintain all Works not affected by new and substituted Works, and may purchase Lands already authorised to be purchased.

"Subject to the provisions of this Act the Board may purchase such lands, "and may construct, complete and erect and maintain all such Docks, Piers and "other Works of every nature authorised to be purchased, constructed, or "erected by any of the Acts hereby repealed as have not at present been pur- "chased, constructed, erected, or completed (save only so far as may be other- "wise directed by any Act of the present Session of Parliament), and the Board "may maintain all such Docks, Piers and other Works as are already con- "structed and completed, or may hereafter be constructed and completed: "Provided always, that in every case in which, by any of the Acts hereby re- "pealed, a time is limited for the purchase of lands, or the completion of any "works, the Board shall not have any further or other authority for the "purchase of such lands or the completion of such works, after the expiration "of the time so limited, than they would have had if this Act had not been "passed.

S. 281. Power to borrow Money for general purposes.

"The Board may borrow at interest on the security of the rates (exclusive of "any sum or sums required for the completion of the Birkenhead Docks and "Works, or for the purposes specially provided for by 'The Mersey Docks and "Harbour Act, 1857,') a further sum not exceeding 266,000*l.*, which sum of "266,000*l.*, with the sum of 6,134,000*l.*, borrowed under the authority of the "Acts mentioned in the first part of Schedule (A.) previously to the 1st day of "January 1858, will amount to the sum of 6,400,000*l.*, such sum of 6,400,000*l.* "(exclusive of the monies which the Board is authorised to borrow by 'The "Mersey Docks and Harbour Act, 1857,') shall be the extent of the debt autho- "rised to be due and owing at any one and the same period of time on the "security of the rates: and the said sum of 266,000*l.* shall be applied exclu- "sively towards some or all of the following objects in connexion with the "Liverpool Docks, that is to say, the completion of the new North Dock autho- "rised to be constructed by the Act of the 18 and 19 Victoria, chapter 174; the "establishment of Railways along the Quays of the North Docks and adjacent "thereto; the providing machinery, plant and works for obtaining the use of "hydraulic power; the erection of transit and other sheds; the acquisition of "the lands intersecting the land already purchased from Mr. Leigh, and generally "for increasing the public accommodation in connexion with the existing "Docks and Works.

S. 284. Application of Monies as herein stated.

"Subject to the provisions of 'The Mersey Docks and Harbour Act, 1857,' "all the moneys which shall be collected, levied, borrowed and raised or received "by the Board under or by virtue of this Act or the said Act, the application "of which may not be otherwise expressly directed shall be applied by the Board "in any order with respect to priority of such application as they shall deem "expedient, for the following purposes, some or all of them; that to say,

"In payment of all expenses and charges of collecting rates:

"In payment from time to time of all Interest accruing due on Moneys "borrowed and to be borrowed: and in payment of the Mersey Docks "Annuities hereinafter authorised to be granted according to the respective "priorities of such Moneys and Annuities under this Act:

"In the construction of Works authorised to be erected, established and "maintained by the Board, and in supporting, maintaining and repairing "the same, and in carrying into execution all the provisions of this Act "and of 'The Mersey Docks and Harbour Act, 1857:'

"And in the general management, conducting, securing, preserving, "improving, amending, maintaining and protecting the Mersey Dock "Estate:

"And the residue or surplus of all such moneys which shall remain after "such application thereof as aforesaid shall from time to time be applied in "or towards the repayment of all principal moneys which shall have been "borrowed by or shall be due by the Board, and in or towards the pur- "chasing up and extinguishing of the Mersey Dock Annuities, in the "manner hereinafter directed, until all such principal moneys shall have "been repaid and all Mersey Dock Annuities shall have been purchased up "and extinguished; and when by the means last mentioned all such principal

monies shall have been repaid, and all such Dock Annuities shall have purchased up and extinguished, then and in such case the Board shall, and they are hereby required to lower and reduce the rates hereby authorised to be taken, so far as the same can be done in the then state of the Docks, and leaving sufficient for the payment of the expenses of collecting the rates, and the supporting, maintaining and repairing the Docks, and the general management, conducting, securing, preserving, improving, amending, maintaining and protecting the Mersey Dock Estate:

"And, except as aforesaid, such moneys shall not be applied by the Board for any other purpose whatsoever."

21 & 22 Vict. c. 90.

"The Mersey Docks and Harbour (Works) Act, 1858," after reciting that the Birkenhead Docks would be rendered more available for the commercial purposes of the Port of Liverpool if the Board were authorised to construct certain Works in lieu of the Works authorised or required to be constructed by the said Acts passed in reference to the Birkenhead Dock Trustees, and in reference to the Birkenhead Dock Company," proceeds to define the Works to be executed, and to provide for their execution as follows:

S. 6. Power to construct Works according to deposited Plans.

"Whereas the Works proposed to be constructed under the authority of this Act, consist of,—

"1st. A great Low-water Basin opening into and communicating with the Great Float by means of a lock 50 feet wide and 240 feet long, and having sluices of not less than 800 feet sectional area, for the purpose of drawing water therefrom for scouring and deepening the said Low-water Basin:

"2dly. The enlargement and alteration of the Morpeth Dock and its present entrance, and the formation of a new and additional entrance thereto from the Woodside Basin:

"3dly. The formation upon certain lands known as the North Reserve of an Outer or Low-water Basin (with a Pier or Jetty therein) near to and to the Northward of the present authorised Entrance from the River Mersey to the Great Float, and the removal of so much of the existing River or Sea-wall of the North Reserve as may be necessary for that purpose; and also of an Inner Basin between, and communicating with such last-mentioned Low-water Basin and the Great Float:

"4thly. A permanent Embankment across the Eastern end of the Great Float, commencing at or near the Western Entrance of Egerton Dock, and terminating at a short distance Northward of the Northern extremity of the permanent Embankment as at present authorised across the end of the Great Float:

"5thly. The formation of a Quay by the inclosure by a Sea-wall of part of the Woodside Basin, and of part of the Shore or Bed of the River Mersey, to the South of the Woodside Pier or Jetty; also the construction to the Northward of the Woodside Pier or Jetty, and behind the said intended Sea-wall, of an open Dock or Basin communicating with and opening into the River Mersey through the said intended Sea-wall; also the construction of a Graving Dock behind the said intended Sea-wall, on the South side of the Woodside Pier or Jetty, communicating with and opening into the River Mersey, through the said intended Sea-wall; also the providing and erecting of a floating Landing Stage in the front of and connected with the said intended Sea-wall:

"6thly. A new Street or Road between Taylor-street and Hamilton-street, at Birkenhead, and the widening of the existing, and the making of additional Quays between the said intended new Road and the Docks, Basins and other Works at Birkenhead, now belonging to the Corporation:

"7thly. A Wharf-wall or Embankment on the North side of the Great Float, between the site of the said intended permanent Embankment and Wallasey or Poulton Bridge-road, except in parts where a Wharf-wall or Embankment has already been constructed, but including alterations of some parts of the Wharf-wall or Embankment which has been so constructed:

"8thly.

"8thly. A new Road or Street northward of the said last-mentioned "Wharf-wall or Embankment, commencing at or near a Point now or "formerly known as Neff Point, and terminating by a junction with the "Wallasey or Poulton Bridge-road, at or near the Turnpike-gate at Wallasey "Bridge, and a Drain or Culvert under the said intended new Road or "Street, and communicating with the Drain or Culvert authorised to be "made across the North Reserve, to or into the River Mersey, at or near "Seacombe Ferry Slip:

"9thly. An Embankment hereinafter called the Duke-street Embank-"ment, together with a new Road or Street over the same across the Great "Float, commencing at or near the West side of the Seacombe Copper "Mills, and terminating with a Junction with Corporation-road, at or near "the corner of Duke-street.

"And whereas Plans and Sections describing the Line, Levels, and Situation "of all the aforesaid Works, with a Book of Reference to such Plans, have "been deposited in the office of the Clerk of the Peace for the County of "Chester: Therefore, subject to the provisions of this Act, the Board may "construct and complete such Works according to the said deposited Plans and "Sections, and upon the Lands described or comprised in the said Book of Re-"ference, and for that purpose may purchase such Lands, or any part thereof, "and may enter upon, take, and use the same, or such part thereof as shall be "necessary; and the Board may construct all such Warehouses, Transit and "other Sheds, Graving Docks, Graving Blocks, Inclined Planes, Patent Slips, "Gridirons, Jetties, Piers, Walls, Wharfs, Quays, Landing Stages, Slips, Stairs, "Locks, Gates, Bridges, Weirs, Sluices, Channels, Railways, Tramways, Ap-"proaches, Cranes, Engines, Wells, Machinery, and other Works, matters and "things as the Board shall from time to time deem necessary for the efficient "completion, or the convenient use of the aforesaid Works."

The following section of the same Act defines the periods within which these various works are respectively to be completed:—

S. 18. Periods for completion of Works.

"The Board shall, immediately after the commencement of this Act, proceed "to put the same into execution, and shall complete the Works hereby "authorised by the respective periods hereinafter mentioned (that is to say):—

"As to so much of the Works as are 4thly, 7thly, 8thly and 9thly "before-mentioned, the same shall be completed on or before the 31st day "of March 1860.

"As to so much of the works as are 1st before-mentioned, together "with the Works on the South Reserve, adjoining the same, and the forma-"tion of the land in connexion therewith, the same shall be completed on "or before the 1st day of November 1860.

"As to so much of the Works as are 5thly before-mentioned, except the "formation of the Land behind the said intended Sea-wall, the same shall "be completed on or before the 1st day of November 1860.

"As to the residue of such of the Works as are 5thly before-mentioned, "that is to say, the formation of the Land behind the said intended Sea-"wall, the same shall be completed on or before the 1st day of May 1861.

"As to so much of the Works as are 2dly before-mentioned, the same "shall be completed on or before the 30th day of June 1861.

"And as to so much of the Works as are 3dly before-mentioned, the "same shall be completed on or before the 1st day of October 1863."

The following year (1859) the Mersey Docks and Harbour Board introduced a Bill seeking Powers to borrow a Sum not exceeding 300,000 *l*., to "be ap-"plied exclusively in or towards the construction and completion, upon Land "now vested in the Board, on the East or Liverpool side of the Mersey, of such "Docks, Piers and other Works as, under or by virtue of the said 22d section "of 'The Mersey Dock Acts Consolidation Act, 1858,' the Board are authorised "to construct and complete."

The section referred to has been given *in extenso* above, in page 5.

Mersey Docks and Harbour Board Bill.

This Bill was opposed by parties interested in Birkenhead, on the ground that the proposal to borrow money for the purpose of executing New Works on the Liverpool Shore of the Mersey was virtually a breach of arrangements made and confirmed by Parliament for the completion of the Docks at Birkenhead; but it ultimately received the sanction of Parliament, under the Title of "The Mersey Docks (Money) Act, 1859."*

* 22 Vict. c. 20.

With reference to this Bill, it may be observed that, as originally introduced, it referred to no Plans, and left it doubtful what Works were contemplated. An Amendment was made in Committee, defining the various Works upon which the 300,000 *l.* was to be spent. The attention of the Committee was also called to the effect of the 284th section of the Consolidation Act of 1858 (above given *in extenso*), under which it seemed probable that the Mersey Board would, in case of there being a surplus arising from their ordinary revenue, be authorised to apply that surplus in improving their Estate by making New Docks or Works, the Plans for which might not have been specifically approved by Parliament. The Bill, as amended by the Committee, contained additional Clauses, requiring the Mersey Board to apply their surplus Rates annually to the extent of 100,000 *l.*, or such less amount as the surplus might be, towards paying off their Debt and redeeming and extinguishing their Annuities, or towards purposes for which they have power to borrow money; their Borrowing Powers to be extinguished to the extent of the moneys so applied.

23 & 24 Vict. c. 150.

S. 10.

S. 11.

In 1860 the Mersey Board obtained an Act, empowering them to construct certain Works for the purpose of facilitating the conveyance of Goods and Vehicles across the Mersey. This Act, "The Mersey Docks (Ferry Accommodation) Act, 1860," provided that the Lands and Works which it authorised the Mersey Board to purchase and construct at Birkenhead, should, for the purpose of authorising the Board to borrow money, be deemed part of the Birkenhead Docks and Works referred to in the 57th section of the Act of 1857; and, that the Lands and Works which it authorised the Board to purchase and construct at Liverpool should be paid for out of their General Receipts, and be deemed part of the Charges and Expenses of supporting, maintaining and repairing the Works which the Board were authorised to erect, establish and maintain.

23 & 24 Vict. c. 125.

S. 17.

S. 19.

In the same year (1860), an Act was passed providing for the transfer to a new trust constituted by it under the title of "The Upper Mersey Dues Trustees," of the Town and Anchorage Dues collected by the Mersey Docks and Harbour Board on the trade of the Upper Mersey, *i. e.*, of "all such and so "many of the said Town Dues as shall be payable for or in respect of any goods "not liable under or by virtue of the 'Mersey Dock Acts Consolidation Act, "1858,' to the payment of Dock Rates on goods specified in Schedule (C) to "such Act annexed, or any of them, which shall be carried or conveyed upon, "over, or along any part of the Upper Mersey, and all such and so many of the "said Anchorage Dues as shall be payable upon, or for, or in respect of any "vessel not liable under or by virtue of the said Mersey Dock Acts Consolida-"tion Act, 1858, to the payment in respect of the same voyage of Dock "Tonnage Rates mentioned in Schedule (B) to the same Act annexed, which "shall enter into or depart from, or navigate, or sail, or be propelled "upon or along any part of the Upper Mersey." The consideration for the dues so transferred, to be paid by the Trustees to the Mersey Board, was 105,000 *l.* The effect of this Act was to put an end to all claims by the Mersey Board for Liverpool Town Dues on vessels loading or discharging at places above a certain line in the Mersey.

24 & 25 Vict. c. 188.

In the Session of 1861, was passed an Act intituled "The Mersey Docks (Corporation Purchase) Act, 1861." It confirmed an agreement between the Corporation of Liverpool and the Mersey Docks and Harbour Board, for the purchase by the Board from the Corporation of the reversion of certain Lands forming part of the Dock Estate at Birkenhead, for a Sum of 200,000 *l.*, for which the Mersey Board were to give a Bond or Bonds payable on the 31st October 1923, bearing interest at 3¼ per cent., and secured on their general rates.

This

This Act made certain alterations in the times of completion of some of the Birkenhead Works. The following sections show what these alterations are:—

S. 8. Extension of Time for completion of certain Works.

"The period for completion of the whole of the Works 6thly mentioned in "Section 6 of 'The Mersey Docks and Harbour (Works) Act, 1858,' shall be "extended to the 12th day of July 1864:

S. 9. Defining periods for completion of Works at Birkenhead.

"The Board shall complete the whole of the Works 3rdly mentioned in "Section 6 of 'The Mersey Docks and Harbour (Works) Act, 1858,' on or "before the 1st day of August 1863, instead of on or before the 1st day of "October 1863, the period prescribed for that purpose by such Act:

"And the Board shall proceed with all practicable diligence and dispatch in "the execution of the whole of the Works 1st mentioned in the said section, "together with such portion of the Works on the South Reserve adjoining the "same, and the formation of the land in connexion therewith, as is not depen-"dent on the completion of the Works 2ndly mentioned in such section, so as "to afford accommodation for the Railway Traffic of the London and North "Western and Great Western Railway Companies, and of either of them, and "shall complete the Works 1stly mentioned in such section, together with the "said portion of the Works on the South Reserve, and the formation of such "land as aforesaid, on or before the 31st day of March 1862:

"And the Board shall also proceed with all practicable diligence and dispatch "in the execution of the Works 2ndly mentioned in the said Section 6 of such "Act, but shall not be required to complete the same till the 31st day of "March 1864; and such Act shall be read and construed accordingly:

"Provided always that nothing in this present section contained, shall have "the effect of extending the period limited by such Act for the compulsory "purchase of lands (if any) necessary for the purposes of any of such Works; "provided also that if the engineer for the time being of the Board shall, at any "time before the 31st day of March, 1862, certify in writing to the Board that "he has found it impracticable to complete the Low-water Basin comprised "amongst the Works 1st mentioned in the said 6th section, by the said 31st "day of March, by reason of the nature of the foundations on which the South "Wall of the said Basin is to be constructed, then the said Board shall be "released from the obligation by this Act imposed upon them to complete the "said Low Water Basin on or before the said 31st day of March, but nevertheless "shall proceed with all practicable dispatch in the execution of the same, and "so that it shall be completed at the earliest possible period after the said "31st day of March."

In the year 1862 another Bill was introduced by the Mersey Board, having for the most part the same objects as the present Bill, but was withdrawn in consequence of the apprehended opposition.

By the "Mersey Docks North Wall Act, 1863," the Mersey Board were enabled to borrow 450,000 *l.*, for the purpose of embanking the shore at the north end of the Dock Estate on the Liverpool side of the Mersey. 26 Vict. cap. 54.

Proposed Borrowing Powers and Works. Cl. 3.

By the present Bill the Mersey Board seek power to borrow (exclusive of any sum or sums of money required for the completion of the Birkenhead Docks and Works, and for the purposes specially provided for by "The Mersey Docks "and Harbour Act, 1857") a further sum not exceeding 875,000 *l.*, thus increasing their debt for Works on the Liverpool side to 8,825,000 *l.*: the money to be borrowed under the Bill to be applied exclusively to the following purposes, viz.:—

The purchase of certain land at the north end of Liverpool: the construction of a road there: the construction and completion, upon land now vested in the Board on the Liverpool side of the River Mersey, of two Docks on the east side of the Huskisson Dock: the erection of sheds, and laying down of rails on the quays of the said Docks: and the construction of a new Dock to the north of the Canada Basin; and Graving Dock accommodation to the north of such new Dock.

In order to make it clear what the times are which have been fixed for the completion of the Birkenhead Works, with the alterations, the following Table has been prepared :—

Birkenhead Docks Act, 1855, 18 & 19 Vict. c. 171, (L. & P.), s. 20.	Mersey Docks and Harbour Act, 1857, 20 & 21 Vict. c. 162 (L. & P.), ss. 51 and 52.	Nature of the Works, as defined by the Mersey Docks and Harbour (Works) Act, 1858, 21 & 22 Vict. c. 90 (L. & P.) s. 6.	Ordinarily referred to as	Time fixed by the Mersey Docks and Harbour (Works) Act, 1858, 21 & 22 Vict. c. 90 (L. & P.), ss. 18 and 19.	Extended by the Mersey Docks (Corporation Purchase) Act, 1861, 24 & 25 Vict. c. 188 (L. & P.), ss. 8 and 9.
1 September 1858.	These sections provide for the immediate execution of the Works, but no time for their completion is mentioned.	1st. A great Low-water Basin, opening into and communicating with the Great Float by means of a Lock.	Deep Low-water Basin.	1 November 1860 -	31 March 1862, unless certified by Engineer to be impracticable, in which event as soon as possible after that date.
		2dly. The enlargement and alteration of the Morpeth Dock and its present entrance, and the formation of a new entrance.	Morpeth Dock Works.	30 June 1861 -	31 March 1864.
		3dly. The formation, upon certain lands known as the North Reserve, of an Outer or Low-water Basin, and also of an Inner Basin, communicating with such Low-water Basin and the Great Float.	Main North Entrance.	1 October 1863 -	1 August 1863.
		4thly. A permanent Embankment across the eastern end of the Great Float.	Works of Great Float (part).	31 March 1860.	—
		5thly. The formation of a Quay by the inclosure of part of the Woodside Basin; also the construction of an open Dock, and of a Graving Dock; also the erection of a floating Landing Stage.	Woodside Basin and Landing Stage.	1 November 1860, except as to formation of land behind sea-wall, which is to be completed by 1 May 1861.	—
		6thly. A new Street or Road at Birkenhead, and additional Quays between the said intended new Road and the Docks, Basins, and other Works at Birkenhead, new belonging to the Corporation.	- - -	Powers not to be exercised after July 1861.	12 July 1864.
		7thly. A Wharf Wall or Embankment on the north side of the Great Float.	Works of Great Float (part).	31 March 1860.	—
		8thly. A new Road or Street northward of the said last-mentioned Wharf Wall or Embankment.	- - -	31 March 1860.	—
		9thly. An Embankment, hereinafter called the Duke-street Embankment, across the Great Float.	Works of Great Float (part).	31 March 1860.	—

From the foregoing statement, it appears that Parliament, in dealing with the various schemes relating to the Mersey which have recently come before it, has repeatedly decided that Works at Birkenhead should be completed with as little delay as possible; has enforced that decision by refusing to grant additional borrowing powers for new Works at Liverpool; and has limited the power of the Dock Board to spend its surplus revenues for that purpose.

The Works at Birkenhead have, unfortunately, not been completed within the times fixed by Parliament, and the parties interested in those Works object to the proposed new Works on the ground that they will interfere with the speedy and effective prosecution of the Birkenhead Works, and that they may be found to be superfluous and unnecessary when the Birkenhead Works come into full operation.

On the other hand, the promoters state that the Works at Birkenhead have been proceeded with with due diligence, and that their completion has been delayed by unavoidable circumstances; that the trade of Liverpool, and especially the steam trade, urgently require the proposed Works; and that Parliament, in providing for the due completion of Birkenhead, never intended to put a stop to all works at Liverpool.

Looking to the decisions of Parliament, and to the interests not of Birkenhead or of Liverpool, but of the trade of the country, for which the Mersey is the channel,

channel, and which has to pay the expense of these Works, the following seem to be questions raised by this part of the Bill :—

1st. Whether proper efforts have or have not been made to finish the Birkenhead Works by the times fixed for that purpose by Parliament, and whether the delay in completing them has arisen from circumstances beyond the control of the Mersey Board.

2d. Whether the trade of the Port will or will not require, in addition to the accommodation which now exists or which will exist when the Birkenhead Works are completed, the additional accommodation of the proposed new Works upon the Liverpool side.

Tonnage Rates on Steamers.

The proposal to levy rates on steamers according to the gross instead of the registered tonnage, raises important questions.

It has been the policy of Parliament, from the date of the first statutory measurement of steamers, to make a distinction between the rules of measurement applied to them, and the rules applied to sailing vessels. The registered tonnage of sailing vessels is ascertained by measuring the whole contents or carrying capacity of the ship, whilst the registered tonnage of steamers is ascertained by first taking the same measurements, and then deducting from the space so obtained so much of that space as is used for the engines. Both the gross and the net tonnage are entered on the *certificate* of registry, though the latter is deemed to be the *registered tonnage*. This distinction between sailing vessels and steamers has been continued in successive Acts, though the principle has been frequently impugned by the sailing interest, and though the details of the deduction have constantly given rise, and still give rise to serious disputes and difficulties. The importance of the distinction arises from the fact that the *registered* tonnage of ships is, generally speaking, the standard by which the rates they have to pay are determined ; although it is to be observed that there is nothing in the Act containing the rules of measurement which states or implies that it is to be the standard, still less that it is to be the universal standard.

It is perhaps not very easy to determine the whole of the questions thus raised by the test of any strict principle. The present distinction between the tonnage of steamers and of sailing vessels seems to proceed on the assumption that the liability of a ship for rates is to be determined by the cubical space she possesses available for carrying cargo or passengers. But in the different tariffs (which vary in every port) other principles have found a place. Thus the length of the voyage, the quarter of the world to or from which the ship is bound, the comparative value of her freight or earnings, the accommodation she receives, and her draft of water, are all constantly made grounds for differences in taxation. It is therefore impossible to state that cubical capacity for cargo, and that alone, is now the sole standard for determining tonnage rates It is perhaps (taking every kind of rate into consideration) no less difficult to say what ought to be the standard. But there is an obvious difference between rates of different kinds. Some rates, *e. g.*, Light Dues, can have little or no reference to the space which a vessel occupies; the lighthouse is the same for a small vessel as for a large one, and it costs no more to light a Cunard steamer than it does to light a fishing-boat. There is in such a case no absolute relation between the amount or cost of the accommodation given, and the size of the vessel. But the case of Dock Rates is different: There the accommodation afforded is the temporary use of quay space and water space, *i. e.* of a certain portion of an expensive artificial work ; and the comparative value of the accommodation afforded to different ships can be strictly measured by taking into account, first, the amount of space occupied, and secondly, the time for which it is occupied. The charge made for Dock accommodation is, in fact, in the nature of rent. Now the amount of space occupied depends on the actual size of a ship, rather than on her carrying capacity, and so far therefore as the element of space is concerned, the conclusion would seem to be in favour of those who seek to levy Dock Rates on steamers by the gross rather than by the registered tonnage. But time is no less important an element than space, and if every ship is to be charged

according to her actual size, she ought also to be charged in proportion to the time for which she uses the Dock.

It is admitted on all hands that steamers enter and leave the Docks more frequently than sailing vessels, paying Tonnage Dues each time; and their owners assert that by reason of these more frequent payments they do actually pay more year by year for a given quantity of dock space and water space than sailing ships do. The supporters of the present Bill deny this to be the case.

The issue, if confined to Dock Rates, would seem to be,—

First; whether, taking both time and space into consideration, steamers using the Liverpool Docks do or do not pay less year by year for a given amount of accommodation than sailing vessels; and if they do, in what way the difference should be rectified. Supposing that this is effected by taking the gross instead of the registered tonnage, it will be a further question whether there should not be some additional charge on vessels remaining in dock beyond a limited time, that time being the time for which, as a general rule, a steamer remains in dock.

As regards the Harbour or Conservancy Dues, it is less easy to bring the question to so definite an issue, since the space occupied by the vessel is a much less important element in the calculation.

Town and Anchorage Dues.

The history of these Dues is given at length in the Report of the Board of Trade on the Bills of 1857. They were old Dues, to which the Corporation of Liverpool claimed a title by purchase, and which they applied to town purposes. The justice and legality of this claim were from time to time disputed; and eventually, by the settlement of 1857, the Dues were transferred from the Corporation to the Dock Estate, to be applied to shipping purposes, and an aggregate sum, amounting to about ten years' purchase at their then amount, was made payable by the Dock Estate to the Corporation. The injustice of taxing trade for the benefit of the town was thus removed. But there still remained the inconvenience of an old, ill arranged and disputed tariff; the anomaly of charging Dues which had in effect become Liverpool Dock Rates on ships bound to or from rival docks in the Mersey; and the difficulty of collection without those powers, with which Parliament now enforces the Dues it sanctions. These inconveniences were in part removed by the Act of 1860 above referred to, which, in consideration of a sum paid to the Dock Board, exempted ships trading to the Upper Mersey from the Town Dues; and also by a revision of the tariff which the Mersey Board have effected. But there are still rival Docks in the Lower Mersey, the trade of which, though deriving no benefit from the Liverpool Docks, has to pay Town Dues to them. And the parties interested in these Docks, complain that by the 6th clause of the present Bill, the Mersey Board will gain a statutory title to these Dues, which Parliament has hitherto refused to give to them; and will obtain effective statutory powers of collecting them, instead of the somewhat vague and inefficient common law powers which were transferred to the Mersey Board from the Corporation of Liverpool.

There is perhaps some justice in these complaints. That the Mersey Dock Estate should have the power of taxing rival Docks for its own benefit, is a perpetuation, though as yet on a comparatively small scale, of the causes of dispute which have been so prevalent on the Mersey, and must inevitably lead to further difficulties. On the other hand, it is clear that the Mersey Board ought to have full powers to enforce their legitimate Dues, whether in the shape of Town Dues or Dock Rates. The obvious mode of settling the question would be to amalgamate the Town Dues with the Dock Rates, and thus have one Tariff to be strictly enforced against that Trade, and that Trade only, which uses the Docks of the Mersey Board. If this cannot be effected in the present Bill, it would seem to be a question whether in giving the Mersey Board power to enforce the revised Town Dues against Trade which uses their works, provision should not be made for reserving to that Trade which does not use them the same legal position with respect to Town Dues which they enjoy at present.

Liverpool Pilotage.

The proposed alterations of the Pilotage System are numerous and important. Before referring to them in detail, it may be observed that the Liverpool Pilots have been hitherto in receipt of a large sum, upwards of 9,000 *l.* a year, from the Public Funds, by way of compensation for Differential Dues on Foreign Vessels abolished under Reciprocity Treaties. Had this Bill been promoted in an earlier Session, it would have been the duty of this Board to call attention to the extraordinary and anomalous character of this Compensation, and to the fact that Parliament has been in the habit of requiring parties seeking for fresh Powers to abandon their claim to it.

Proposed alterations to Pilotage.

See Return, House of Commons, No. 123, of 1861.

But it seems unnecessary to enter further on this question, since in 1861 an Act was passed putting an end to Differential Dues altogether, and at the same time providing that the parties who had previously received compensation for them, should continue for 10 years to receive the same sum annually as they had received in 1860. This arrangement will no doubt be considered to be a final settlement of the question.

24 & 25 Vict. c. 47.

The first point of importance is the alteration of Pilotage Rates. The Mersey Board are empowered by the Bill to determine these Rates within a given maximum, but the Rates are to be according to the Tonnage of the Vessel. Hitherto they have been according to the Draft of Water, as is the case with the Trinity House Pilotage Rates, and with most of the Pilotage Rates in the United Kingdom.

Rates.

The reason for adopting the Draft of Water rather than Tonnage as the Standard has been, that the difficulty of piloting a Ship has been supposed to depend on her Draft of Water, rather than on her carrying power. It is presumed that the reason for altering the standard is that ships are now built of large capacity, and very long, without any proportionate increase in their draft of water. The importance of the proposed change is obvious, more especially as it will probably, if adopted at Liverpool, lead to similar changes elsewhere It will, no doubt, receive careful consideration from the Committee on the Bill.

It seems right to call attention to the question, whether the effect of the proposed change will, in altering the standard, increase the aggregate amount of the rates.

As regards steamers, the tonnage on which, according to this Bill, they will have to pay Pilotage, is the gross and not the registered tonnage. The principles adverted to above in speaking of Dock Rates, do not, in their full extent, apply to Pilotage. The difficulty of piloting a ship, and the consequent value of the services rendered, appear to depend on her draft of water; on her length; and on the speed and facility with which she can be moved and handled. Taking the first two of these elements into consideration, the size, *i. e.*, the gross rather than the registered tonnage, appears to be the true standard. But steamers and vessels towed by steam move much more rapidly, and are handled much more easily than vessels under sail; and it is therefore the practice of the Trinity House to make a considerable deduction from Pilotage Rates in the case of such vessels. The concluding paragraph of clause 8 of the present Bill is perhaps intended to effect the same object. But it is doubtful, looking to the previous heading, whether that paragraph might not be held to apply to coasting steamers only.

The Bill further proposes to alter the distances for which vessels are to be piloted, and also the distances within which half-pilotage only is payable. If, as would seem to be the case, the latter limits will thus be made considerably narrower than they now are, the effect of this alteration will also be to increase still further the aggregate amount of rates. The Bill also gives power to the Board to alter these distances from time to time.

S. 8.

See s. 127 of Cons. Act.

The Bill further vests in the Mersey Board the judicial power of determining all disputes of any kind which may arise between pilots and masters or owners, including claims for Pilotage Rates, compensation for detention, and any other matter incidental to Pilotage. It gives any two members of the Mersey Board, or of the Pilotage Committee, power to summon any person before them to give evidence; and it then gives the Board power to determine the dispute and to settle the amount due. Their decision is to be final, and cannot be called in question before any Court of Justice. It will thus be seen that the Mersey

See s. 135.

Quære, does this state half-distance?

Sects. 19, 20 & 21.

Mersey Docks and Harbour Board Bill.

Board, themselves an executive body, in the first place appoint the Pilots; that they, in the second place, determine their remuneration, subject to a given maximum; and that they, in the third place, determine in individual cases, not only as regards their own servants, the Pilots, but as against the public, what sums are to be paid to the Pilots, or in case of damage by the Pilots. They are thus to exercise judicial powers without the publicity or other safeguard by which judicial tribunals are surrounded, and without appeal. The Mersey Board, represent to a great degree, the Shipping and Trading Interests of the Mersey, and will no doubt exercise their powers with a view to those interests. But they do not represent each individual class; they are in no sense a judicial body; and the immediate jurisdiction in matters of pilotage is exercised, not by the Board, or by an ordinary Committee of the Board, but by a special Pilotage Committee, of which, though appointed by the Mersey Board, one-third are persons familiar with the duties and qualifications of Pilots, but not members of the Board. How far this Pilotage Committee now resembles the Pilotage Committee which existed before 1858, my Lords are not aware. But of this body, viz., the old Pilotage Committee, it is not too much to say, that they at all times opposed themselves to the liberal views which have recently prevailed on the subject of compulsory Pilotage, and which were embodied in the Acts of 1853 and 1854.

Cons. Act, s. 118.

To make the powers thus given effectual a further clause is added, by wh Pilotage Rates, whether outwards or inwards, are to be enforced by stopping the clearance of the ship, so that it will not be necessary to bring the question before a court of justice at all.

S. 9.

A further point of importance is connected with compulsory Pilotage. Pilotage both outwards and inwards is now payable by all vessels not being coasting vessels in ballast or under 100 tons. The compulsory outward Pilotage is not altered by the Bill, except in so far as it gives the Mersey Board the power of deciding questions against owners, and gives a summary and effectual mode of recovery by stopping clearance.

Cons. Act, sects. 130 & 139.

But the law concerning Pilotage inwards is materially altered. By section 19 it is provided, that "in case the master of any inward bound vessel, not already "having a pilot on board, and other than a coasting vessel in ballast, or under "the burthen of 100 tons, shall refuse to take on board or to employ any pilot "who shall offer his services, such master shall pay to such pilot, or to each of "such pilots, if more than one, the Pilotage Rates which would have been pay-"able to him if his services had been accepted and he had actually piloted such "vessel into the Port of Liverpool: Provided always, that it shall be lawful for "the Board, at their discretion, in any such case, if they shall think fit so to do, "but not otherwise, to authorise the payment by any such master, to all or any "of the pilots whose services may have been offered to, but not accepted by such "master, of a less amount than such Pilotage Rates."

S. 11.

The effect of this would seem to be that if a ship after passing Point Lynas is successively hailed by a dozen Pilots, and refuses to take them, each of these Pilots, one after the other, may recover the whole of the Pilotage Rates from the owners, with no means of resistance and no appeal except to the governing body of the Pilots.

It is further to be observed that as this Bill does not refer to or reserve the operation of the Merchant Shipping Act, it is at least doubtful whether it will not, so far as inward pilotage at Liverpool is concerned, frustrate the measure by which the Legislature, after full discussion of the subject, intended to give to masters of vessels who could prove themselves competent, exemption from compulsory Pilotage, and under which the Mersey Board have, after much discussion, consented to give such exemptions.

Merchant Shipping Act, 1854. Part V.

Since therefore this Bill actually extends and confirms the system of compulsory Pilotage in the Mersey, it is desirable to call more especial attention to this part of the subject.

Since the passing of the Mersey Dock Acts Consolidation Act, 1858, the Merchant Shipping Committee of the House of Commons of 1860 have investigated the subject of compulsory pilotage, and have reported generally against it. Their observations are as follow:—

Report of Select Committee of House of Commons on Merchant Shipping, 1860, p. xxii.

"As regards the main question of voluntary or compulsory pilotage, your "Committee, after weighing most attentively all the arguments upon the sub-"ject, have arrived at the conclusion that a system of voluntary pilotage might be

" be safely established in most parts of the empire, due consideration being " had to the interests of those parties who have invested capital on the faith " that the compulsory system would be maintained. Your Committee have " had the most convincing evidence, that where the system of voluntary pilotage " prevails, the supply of Pilots is more abundant; their efficiency is in no " way inferior, and the rates generally lower than at any of the ports where " compulsory pilotage is still in force. The arguments therefore which have " been used in favour of the existing system, and the fears which have been " expressed in regard to obtaining at all times, and under all circumstances, a " sufficient supply of Pilots, must give way to the facts which have been " adduced in evidence. For instance, it appears that at Cork, where pilotage is " voluntary, there are no less than 103 licensed Pilots; whereas at Falmouth, " where quite as many vessels call for orders, and where pilotage is compulsory, " there are only 36 Pilots, who appear to be less vigilant, and who demand much " higher rates for their services, although it is an open place, free from any " danger."

In addition to this, it is to be observed, that the partial existence of compulsory pilotage in any district involves a very serious anomaly. By the 388th sect. of "The Merchant Shipping Act, 1854," it is provided that—

" No owner or master of any ship shall be answerable to any person whatever " for any loss or damage occasioned by the fault or incapacity of any qualified " Pilot acting in charge of such ship, within any district where the employment " of such Pilot is compulsory by law." 17 & 18 Vict. c. 104, s. 388.

This proceeds upon the obvious principle that where the law compels a shipowner to employ a given person to conduct his ship, that person cannot be considered to be the servant of the owner, and the owner therefore cannot be considered responsible for what he does. But this exemption from liability does not extend to a case where the owner, without being compelled to do so, employs a Pilot. Consequently, supposing that a ship which is by law compelled to employ a Pilot comes into collision with a ship which is not so compelled, the owner of the latter ship will be responsible for damage whilst the former will not be so responsible. And this will be the case even though both ships are at the time of collision actually employing Pilots. In the Mersey, for instance, under the present law, coasting vessels, in ballast or under 100 tons, are exempt from compulsory pilotage. If, therefore, such a vessel, say a steamer from Dublin, whether employing a Pilot or not, were to come into collision with a foreign bound vessel, the owner of the steamer, if in fault, would, even though he employed a Pilot, have to pay damages, whilst the owner of the other vessel, if she were in fault, would not. So if the captain of one vessel has, by obtaining a certificate that he is able to pilot his own vessel, procured her exemption from compulsory pilotage, under the 340th sect. of the Merchant Shipping Act, he may by that course, which it was the obvious policy of the Act to encourage, have made his owners liable in damages when they would not otherwise be so.

It should also be stated, that the same Committee report, that " Shipowners " engaged in the long-voyage trades generally express themselves satisfied with " the existing system;" that " this class of shipowners, in the confidence that " when a Pilot is on board their ships, they are practically exempt from liability " in the event of collision, cheerfully submit to bear the charge of compulsory " pilotage;" and that " the witnesses from Liverpool were in favour of main- " taining the existing system of compulsory pilotage, and that the establishment " of Pilots at that Port is evidently conducted in a satisfactory manner."

Whether there are any circumstances peculiar to the Port of Liverpool which call for an exception from the ordinary principles of recent legislation, which the Committee of 1860 have reported to be no less applicable to Pilotage than to other matters, is no doubt a question; but the Board of Trade cannot help observing, that the present Bill, so far from being a step in the direction recommended by the Committee, is precisely the reverse. It apparently increases the rates of Pilotage; it confirms the system of compulsory Pilotage; it enforces compulsory Pilotage by a series of cumulative penalties perfectly uncertain and unlimited in amount; and it withdraws the power of enforcing these penalties from the judicial tribunals of the country, and places them in the hands of an executive and irresponsible body, by whom these Pilots are appointed.

Mersey Docks and Harbour Board Bill.

That the Mersey Pilotage is, on the whole, admirably managed, there seems to be no doubt; but whether its management is such as to justify and demand powers so inconsistent with the usual course of Legislation and Government in this country may well be doubted; no such powers have, my Lords believe, ever been asked, and have certainly not been obtained from the Legislature in the case of the Trinity House, or of other pilotage authorities.

Whatever may be the decision upon the general subject, my Lords would suggest, that the operation of the clauses of the Merchant Shipping Act relating to Pilotage should be reserved, so that the intention of the Legislature to exempt from compulsory pilotage such persons as are able to pilot their own vessels may not be frustrated.

S. 22.

The Bill further proposes to extend the power of holding shares or interests in Pilot-boats to the case of superannuated Pilots. The system requires explanation. It appears that the pilotage earnings of each Pilot-boat are divided into shares according to regulations of the Pilot Committee; a certain proportion is allotted to each boat, and goes to the owners of the boat. These boats are owned by the Pilots themselves in shares, and each Pilot's shares are, on his death, sold for the benefit of his representatives to some other Pilot. The proportion of the Pilot's earnings awarded to the boats is so large, that the purchase-money which Pilots will give for a boat which has actually cost, say 2,000 *l.*, amounts to, say 6,000*l.* or 8,000 *l.*, and the interest which the owners of the boat receive in the shape of a proportion of the earnings of the boat amounts to 9 per cent. upon the money which they so invest. The Pilots appear to allege, that they have a vested interest in the continuance of the existing rates of pilotage, since, if the general pilotage earnings were diminished, the value of the property in which they have invested their money would be diminished also.

Parl. Paper, No. 332 of 1856, Ev. of Liverpool Pilots and their solicitor. Qu. 3070 to 3411, and especially 3161 to 3182, 3206 to 3227, 3332 to 3336, and 3349.

Upon this state of things, it appears to deserve consideration, whether the existing arrangement of apportioning so large a sum to the boats, and thereby giving them a factitious value, is a desirable one, so far as regards the interests of the trade of the port. The only ground which can justify the appropriation of so large a share of the pilotage earnings to the boats, would seem to be, that the high value thus given by it to the Pilots' investments is to be looked on as part of their remuneration for the services they perform. Assuming this to be the case, it seems to be questionable whether it is wise to give remuneration in a form which enables the Pilots to allege that any reduction of, or alteration in the pilotage rates, is an invasion of their rights of property, and still more questionable whether it is wise to extend the number of persons interested in these investments.

The Board of Trade think it right to make these observations, though they are aware that the fact of the existence of the present arrangement renders it impossible to deal with the case as if a new Pilotage system and superannuation fund were now to be established for the first time.

Board of Trade,
April 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Mersey Docks and Harbour Board Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*, 5 *February* 1864.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Portpatrick Railway (Steamboats) Bill.

Objects.

THIS Bill is to authorise the Portpatrick Railway Company to work or enter into arrangements for working steam vessels between Portpatrick and Stranraer, in Scotland, and Donaghadee, Belfast, Larne, and Londonderry, in Ireland; and to raise by new shares, which may have a 6 per cent. preferential dividend, and may form a separate capital, a further sum of £.72,000, and by loan one-third of the amount of the additional capital which is from time to time subscribed for, and of which one-half is paid up.

The London and North Western, the Glasgow and South Western, and the Belfast and County Down Railway Companies are to be respectively authorised to take shares in the additional capital, and to raise the amount of their subscription by new shares in their own capital, which may have a 5 per cent. preferential dividend: and those Companies respectively and the Portpatrick Railway Company are to be authorised to enter into agreements with respect to the establishment, maintenance, and use of the steamboats, and the conveyance of traffic thereby.

Observations.

The general subject of granting steamboat powers to Railway Companies has been considered and reported on by a Select Committee of The House of Commons in the present Session (No. 141).

This Bill incorporates Part IV. (with respect to steam vessels) of "The Railways Clauses Act, 1863;" sections 30 and 31 of which appear to guard against the abuses of excluding or unduly favouring traffic, which are referred to in the Report of the Committee.

Section 9. It appears to be a question whether the conditions on which this new borrowing power may be exercised are such as the practice of Parliament requires.

Board of Trade,
April 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[*Portpatrick Railway* (*Steamboats*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Metropolitan District Railways (No. 2) Bill.

THIS Bill is to incorporate "The Metropolitan District Railway Company," with a capital of 3,600,000*l.* in 20*l.* shares, which may be divided into preferred and deferred half shares, and 1,200,000*l.* by loan, for making the following Railways, viz.:— Objects.

No. 32. "Brompton to Westminster Bridge," length 2 miles 20½ chains, commencing at a point near Alfred Place West, Thurloe Square, at which point the Extension Railway, proposed by the *Metropolitan Railway (Notting Hill and Brompton Extension)* Bill of this Session, and also Railway 6A mentioned below will terminate; then running eastward, north of Sloane Square, north-west and then south-east of Chester Square, north of Victoria Station, and under Victoria Street to Bridge Court, near Westminster Bridge; with a road to connect Cromwell Road and Alfred Place West, and a covered way between the intended Station at Westminster Bridge, and the Palace of Westminster.

No. 33. "Westminster Bridge to Cannon Street," length 1 mile 75 chains, from the termination of No. 32, passing at the west and north of the Thames Embankment (North Side) to Blackfriars Bridge, and thence under the London, Chatham, and Dover Railway, and under a portion of the proposed New Street between Blackfriars and the Mansion House, to a point under the authorised Cannon Street Station of the Charing Cross Railway; and

No. 34. "Cannon Street to Fenchurch Street," length 53½ chains, from the termination of No. 33, eastward, by the south of Cannon Street, and under King William Street, and south of Eastcheap to the point where the Blackwall Railway crosses Vine Street, north-east of Trinity Square, Tower Hill, at which point No. 34 is intended to join the Extension Railway proposed in the *Metropolitan Railway (Trinity Square Extension)* Bill of this Session.

The above-mentioned Railways, of an aggregate length of 4 miles 69 chains, are to complete a "Main Inner Circle," the remainder of which will be supplied by the existing Metropolitan Railway, its authorised Extension to Finsbury Circus, and its proposed Extensions above-mentioned to Trinity Square, and to Notting Hill and Brompton.

The other Railways will be:—

No. 6, length 52¼ chains, from a point near the junction of Gloucester Road and Cromwell Road, South Kensington, running north-westward, west of Kensington Square, then northward to the Kensington Road.

No. 6A, length 31¼ chains, from the commencement of No. 6 to the commencement of No. 32.

(Nos. 6 and 6A will be parallel and adjacent to the west and south side of a portion of the proposed Metropolitan Railway Extension by Notting Hill to Brompton.)

Nos. 7, 8, and 9, of an aggregate length of 1 mile 41¼ chains, to connect No. 6 by a double junction near and at the north of Redhill Lane, with the West London Extension Railway, by a double junction, near and at the north of Richmond Road.

To be completed within seven years.

The new Company are to be authorised to contract with any Companies having or authorised to have termini within the Metropolis, with respect to the working and traffic of the proposed Railways; and with the Metropolitan Railway Company with respect to the working and traffic of their respective undertakings.

Observations.

Section 38 provides that for parcels *or goods* exceeding 56 lbs. in weight, the Company may charge such sum as they think fit.

It may deserve consideration whether if "goods," as distinguished from "parcels" (by which are usually meant packages not exceeding 500 lbs. in weight), are to be conveyed on the proposed Railways, the maximum rates for conveyance of such "goods" should not be limited by the Bill.

Interference with Tidal Waters.

Interference with the tidal waters of the River Thames, in its present state, is proposed by this scheme, in the following instances, viz.:—

Railway No. 32. The limits of deviation extend below the present high water-mark of the River Thames, at the northern side of the western end of Westminster Bridge.

Railway No. 33 runs along the north foreshore of the Thames, within the line of the river wall of the embankment authorised by "The Thames Embankment Act, 1862," from the western end of Westminster Bridge to the northern end of Blackfriars Bridge.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Part I., "Construction of a Railway," of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments."

Board of Trade,
April 1864.

James Booth.

[*Metropolitan District Railways* (*No.* 2) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,*
5 *February* 1864.

19—CCLXXII.

Under 1 *oz.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Metropolitan Grand Union Railway (No. 2) Bill.

THIS Bill is to incorporate "The Metropolitan Grand Union Railway Company," with a capital of 1,200,000 *l.*, in 20 *l.* shares, and 416,600 *l.* by loan, for making the following Railways and works, viz.:— Objects.

That portion of No. 1, in the deposited Plan, length 4 miles 10 chains, from its commencement by a junction with the West London Railway on its west side between the Uxbridge and the Hammersmith roads, crossing under the Hammersmith-road and the West London Extension Railway, then eastward by the north of Earl's Court, Old Brompton, and Pelham-crescent, under the Fulham-road, and Sloane-square, by the north of Victoria Station and of Victoria-street, to the Broad Sanctuary, and also that portion of No. 1, length 45½ chains, between a point under the London and Blackwall Railway near America-square, and its termination by a junction with hat Railway on the north side at Christian-street, St. George-in-the-East.

Nos. 5 and 17 on the deposited Plan, to connect No. 1 by tunnels with the London, Chatham, and Dover, and the London, Brighton, and South Coast Railways, in the Victoria Station, Pimlico;

The Company on the one hand, and the Great Western, the London, Brighton, and South Coast, the London and South Western, the London and North Western, the London, Chatham, and Dover, the Metropolitan, and the London and Blackwall Railway Companies on the other hand, are to afford each other traffic facilities; and the Company may contract with any of those seven Companies with respect to the working, use, traffic, and receipts of the intended Railways.

Sections 19 and 23. After "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith." Observations.

Section 25. It is to be observed that the proposed powers to deviate laterally and vertically would exceed the limits allowed by "The Railways Clauses Consolidation Act, 1845," sections 11 to 15; and in the case of extensive works to be executed chiefly in streets or in lands "continually built upon," within those clauses, such powers might seriously affect the owners of property along the intended Railways. A power to deviate *underground* portions of the line to accommodate it to sewers and other existing works, would be more in accordance with the practice of Parliament in like cases. *See* Observations on "Deviations in Levels and Gradients," in the General Report of the Board of Trade on the Railway Bills of this Session, page 20.

Board of Trade,
April 1864.

James Booth.

[*Metropolitan Grand Union Railway* (*No.* 2) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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Tottenham and Hampstead Junction Railway Bill.

THIS Bill is to authorise the Tottenham and Hampstead Junction Railway Company— Objects.

To make a Railway, length 1 mile 34¼ chains, from a point in the Company's authorised line on the south-west side of the Holloway-road, near Saint John's Church, passing south-westward to a double junction with the authorised line of the Midland Railway Extension to London, at Kentish Town; and a Railway, length 30 chains, from the Company's authorised line south-eastward, to a junction with the Cambridge line of the Great Eastern Railway, where it crosses the River Lea; to be completed within five years:

To raise further sums of 260,000 *l.* by new ordinary shares, and 86,000 *l.* by loan:

To contract with the Great Eastern Railway Company with respect to the working and traffic of the proposed Railways.

No observation is necessary.

Board of Trade,
April 1864.

James Booth.

[*Tottenham and Hampstead Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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FURTHER REPORT from the Board of Trade,
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Wallasey Improvement Bill.

THIS Bill is to authorise the Wallasey Local Board,— Objects.

To make a Pier or Landing Stage at New Brighton, and a Reservoir, for the better supply of Water:

To lease for any term not exceeding 21 years, all or any of their New Brighton, Egremont, and Seacombe Ferries:

To lay Tramways, to be worked by animal power, on any streets or roads within their district, and to make charges for the use thereof:

To borrow 40,000 *l.* for the purposes of the Ferries on Mortgage of "The Wallasey Ferries Account."

It is to be observed, that although it is proposed by this Bill to authorise the construction of a Pier, at which tolls may be taken, the Bill does not incorporate any of the provisions of "The Harbours, Docks and Piers Clauses Act, 1847." Observations.

Section 16. It may deserve consideration, whether if the construction of Tramways be authorised, provision should not be made for their free and equal use by all persons, on payment of the proper charges.

Interference with Tidal Waters.

On the proposed interference with Tidal Waters in this case, the Board of Trade have no observations to make, because the intended Pier will be within the part of the River Mersey, over which the Admiralty has retained its jurisdiction, pursuant to the 9th section of "The Harbours Transfer Act, 1862."

Board of Trade,
April 1864.

James Booth.

[*Wallasey Improvement Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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London and North Western Railway (Traffic Arrangements) Bill.

THIS Bill is to authorize:—

The London and North Western Railway Company, on the one hand, and the Irish North Western and the Dundalk and Greenore Railway Companies, on the other hand, to contract with reference to the transmission of traffic on their respective Railways, and the fixing and apportionment of rates for the same: Objects.

The London and North Western Railway Company, on the one hand, and all or any of the Newry and Greenore, the Newry and Armagh, the Ulster, the Dublin and Belfast Junction, and the Dublin and Drogheda Railway Companies, on the other hand, to contract with reference to the transmission of traffic on their respective Railways, and the fixing and apportionment of rates for the same:

The London and North Western, and all or any of the Irish Railway Companies above mentioned, on the one hand, and the City of Dublin Steam Packet Company, the Dundalk Steam Packet Company (Limited), or any other Company, or person, owners, or proprietors of steampackets, or other vessels, on the other hand, to contract with reference to the transmission and interchange of traffic between the Ports of Dublin, Kingstown, Dundalk, Greenore, and Carlingford Bay, and the Ports of Liverpool and Holyhead, and the fixing and apportionment of rates for the same.

Sections 2 and 3. With reference to the proposed powers to certain Railway Companies to enter into traffic arrangements between themselves, and to certain Railway Companies to enter into traffic arrangements with proprietors of steamboats or other vessels, it may deserve consideration whether the Bill should not incorporate Part III., "Working Agreements" (which also relates to traffic arrangements), and Part IV. "Steam Vessels," of "the Railways Clauses Act, 1863." Observations.

Board of Trade,
April 1864.

James Booth.

[*London and North Western Railway* (*Traffic Arrangements*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

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In compliance with an Order of the Honourable the House of Commons,
dated 5 February 1864;

"THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

1. *Lynn and Sutton Bridge Railway (Cross Keys Bridge) Bill.*
2. *Lynn and Sutton Bridge Railway (Transfer) Bill.*

1. *Lynn and Sutton Bridge Railway (Cross Keys Bridge) Bill.*

BY this Bill it is proposed to repeal the enactment in "The Lynn and Sutton Bridge Railway Act, 1863," which requires the Company, in adapting the Cross Keys Bridge (which is an opening roadway bridge over the River Nene) to the purposes of the Railway, to provide, side by side with the Railway, a separate roadway, not less than nine feet in width, for ordinary road traffic, with a screen between the Railway and the roadway; so as to authorise the Company to construct their Railway along the roadway bridge, and its approaches. Objects.

It seems to be a question of doubt, and deserving of grave consideration, whether the construction and working of the Railway along the roadway, so that the same roadway shall be used both for Railway and for ordinary traffic, can be effected without danger to the public, whether travelling on the Railway or on the road. Observations.

The same proposition was made in a Bill promoted by this Company in the last Session, but the Committee on that Bill declined to sanction it, and the existing enactment was substituted for what was then proposed.

Section 3. It seems to be a further question of doubt, whether, if the Railway be constructed along the roadway and its approaches, the proposed provision that the regulations of the Company for the use of the Bridge for road traffic shall be subject to revision by two Justices, will afford adequate security for the safety of travellers on the Railway and on the road respectively.

It is observable that no power of revising or amending regulations once approved by them is reserved to the Justices.

2. *Lynn and Sutton Bridge Railway (Transfer) Bill.*

THIS Bill is to amalgamate the undertaking of the Lynn and Sutton Bridge Railway Company, with that of the Great Northern Railway Company, when the Lynn and Sutton Bridge Railway has been completed to the satisfaction of the latter Company: the proprietors of shares in the capital of the former Company, which is to be taken as not exceeding 84,000 *l.*, to become proprietors of "Great Northern (Lynn and Sutton Bridge) Stock," of equal nominal value, with a 4¼ per cent. dividend, payable with the dividends on ordinary stock of the Great Northern Railway Company. Objects.

Reference may be made to the observations on "Amalgamation, Sale and Lease," in the General Report of the Board of Trade on the Railway Bills of this Session, page 18. Observations.

Sections 5 and 7. The name to be given to the new Stock differs in these two clauses.

Section 7. Mention is made near the end of this clause of "the aggregate sum of 133,000 *l.* hereinbefore *provided for*." The accuracy of that expression seems questionable; and it may deserve consideration whether the Bill should not show more distinctly whether it is intended that the Great Northern Railway Company may raise by shares the difference between 100,000 *l.*, the amount of the authorised share capital of the Lynn and Sutton Bridge Railway Company, and 84,000 *l.*, which is declared in Sections 5 and 7 to be the limit of such share capital converted into "Great Northern (Lynn and Sutton Bridge) Stock."

Board of Trade,
April 1864.

James Booth.

RAILWAY AND CANAL, &c. BILLS.

[1. *Lynn and Sutton Bridge Railway (Cross Keys Bridge) Bill.*]
[2. *Lynn and Sutton Bridge Railway (Transfer) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of Session 1864.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed.*
5 February 1864.